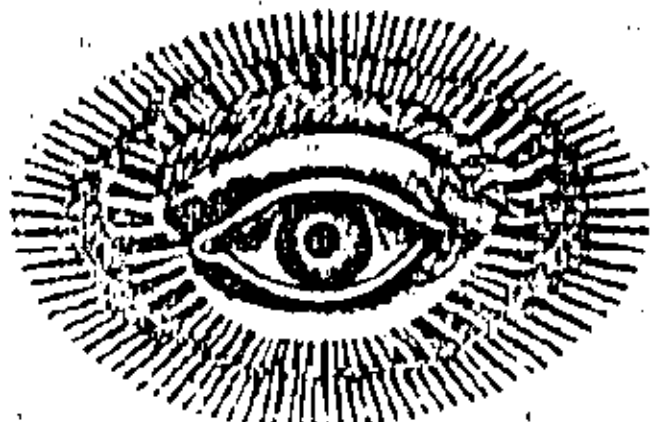


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The Hongkong Telegraph.

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SATURDAY, APRIL 16, 1927.

日五十月三

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REPLIES TO NANKING NOTES.

CANTONESE DO NOT ADMIT RESPONSIBILITY.

A COMMISSION OF ENQUIRY PROPOSED.

MORE U. S. DESTROYERS.

The Nationalists' Replies to the Notes of the Powers regarding the Nanking outrages have been received by the Consuls in Hankow from Mr. Eugene Chen, and the chief point is a proposal that an International Commission be appointed to investigate the incident. There is no admission of responsibility.

The Replies make further reference to "unequal treaties" and declare that until these are revised such incidents as occurred at Nanking will be likely. It is proposed that a Commission be set up to revise them.

The Soviet declares that Marshal Chiang Kai-shek is a traitor to the Chinese revolution, and suggests that he is in league with the "imperialists." The possibility of his forming an alliance with Marshal Chang Tso-lin is mentioned.

The United States Government is sending four more destroyers to Shanghai.

Hankow, April 14. The Consuls of the five Powers concerned in the Nanking Note, (Britain, America, France, Japan and Italy) have received replies to the Note from Mr. Eugene Chen. The chief point in the replies is the proposal for an International Commission to investigate the "incident."

CHIANG DISMISSED.

Conferring With Moderates At Nanking.

The replies to Britain and America speak of "the bombardment of defenceless Nanking" and the replies to Britain and France mention the "bombardment of defenceless Shanghai," this apparently referring to the shootings of June, 1925.

In all other respects the replies are identical, and they remark that such incidents as Nanking will occur so long as unequal treaties exist, and propose a Commission to revise them.

The replies do not admit responsibility for the Nanking affair.—*Reuter.*

MOSCOW DENOUNCES CHIANG.

"Traitor To Chinese Revolution."

London, April 15. Bolshevik indignation at Marshal Chiang Kai-shek's anti-Communist activities is exemplified in a manifesto by the Communist International, transmitted from Moscow, declaring that Chiang Kai-shek is a traitor to the Chinese revolution and an ally of the imperialists, also an enemy of the labour movement and the Communist International. It says that capitalist forces are uniting against the Chinese revolution, and calls upon the oppressed peoples to protest against the preparations for a new world war, and demand the withdrawal of the troops from China, and in every way prevent the transport of arms and troops.

The *Pravda* compares Chiang Kai-shek with Cuvigny, who crushed the revolution in France in 1848, and speaks of the possibility of Chiang coming to a peaceful understanding with Marshal Chang Tso-lin. The paper says the masses have accepted his challenge, and the Chinese Communist party will rally more closely to the revolutionary Kuomintang, and will more energetically assemble new forces with which to proceed to final victory.—*Reuter.*

U. S. DESTROYERS SENT.

Four Ordered To Shanghai.

Shanghai, April 15. The United States destroyers Simpson and McCormack have been ordered to Shanghai. The Black Hawk and Macleish are leaving as soon as necessary repairs have been completed, and will probably leave for Shanghai within two days.—*Reuter.*

TROOPSHIP FOR CHINA.

Calls at Gb. To Land Sick Soldier.

Gibraltar, April 15. The troopship Derbyshire, with the Second Scots Guards and Second Welsh Regiment on board, arrived here this morning and land-

British Offer to Japan.

Rear Admiral Cameron has offered the Japanese Senior Naval Officer full British naval support for the defence of the Japanese Concession, and also assistance, if necessary, in provisioning the Concession and naval squadron if difficulties are encountered in securing supplies.

Thirty-six foreign men-of-war are now at Hankow, being 11 British, 13 Japanese, three French, seven American and two Italian.—*Reuter.*

MOVING TO NANKING.

Nationalists Give Reason.

Hankow, April 11. The Nationalist News Agency from Hankow asserts that the Nationalist Government and the Nationalist party are going to Nanking "to direct military operations in a drive on Tientsin. Another reason for the move is the desire to deal with the Powers regarding the Nanking incident expeditiously and on the spot."—*Reuter.*

CHINA WAR.

Southern Retreat Imminent.

Nanking, April 13. The Pukow Railway Station has been in complete darkness all night. The Northerners after their smashing victory round Yangchow (Continued on Page 10.)

SERIOUS MOTORING ACCIDENT.

ENGLISH LADY BADLY HURT.

CAR OVER EMBANKMENT.

A serious motor accident occurred in the New Territories yesterday, resulting in severe injuries to an English lady.

It appears that a motor car in which were six people including Mr. and Mrs. A. T. Bates of the Naval Yard, three children and another gentleman, was proceeding towards Castle Peak when a dog ran across the road.

The driver swerved to avoid running over the dog and the car slid down the embankment at the side of the road. It then turned over on its side, inflicting bruises and scratches on all the occupants.

Mrs. Bates was most seriously injured and a telephone message was sent to Kowloon for an ambulance. When this arrived Mrs. Bates was taken to Kowloon Hospital, but at the present time her actual injuries are not known.

The other passengers in the car were not badly hurt. They had, however, remarkable escapes. Fortunately, the embankment was not a deep one, and the car slipped down only a few feet.

SOVIET ATHEISTS ACTIVE.

ANTI-RELIGIOUS EASTER CAMPAIGN.

Riga, April 15. The Bezbozhniki, otherwise the "Godless Union," is celebrating Easter by launching an anti-religious campaign, which the Moscow trades' unions are seconding by instructing the various guilds and unions actively to assist the atheists.

The Council of Trades' Unions has also instructed the unions to afford the necessary financial help and provide the workers' club premises for anti-religious performances.—*Reuter.*

NAVAL LIMITATION.

U. S., BRITAIN AND JAPAN FIX A DATE.

Washington, April 15. As a result of exchanges with the Governments of Britain and Japan, the date of the meeting of the three-Power naval limitation conference has been provisionally fixed at June 12.—*Reuter's American Service.*

SOUTH AMERICAN QUAKE.

MANY CASUALTIES REPORTED.

Buenos Aires, April 14. An earthquake occurred at 2.30 this morning in Chile and Argentina. A number of houses were demolished in the town of Mendoza, where two persons were killed and 50 injured. The shock was felt at Buenos Aires and other towns, but there were no casualties in these cases.

A report from Santiago de Chile says that several buildings partially collapsed in the earthquake, which was felt early in the morning, and it is believed six people were killed and many injured. Telegraphic communication with other cities is interrupted.—*Reuter's American Service.*

Over 100 Killed and Injured.

Mendoza, April 15. At least 10 people were killed and 50 injured in the earthquake mentioned yesterday, which lasted 20 seconds.

Reports from the interior of the province of Mendoza indicate that the casualties are likely to total 100. Fourteen houses at Mendoza collapsed. The church of San Nicholas was wrecked.—*Reuter's American Service.*

CANTON ANTI-RED COUP D'ETAT.

LI CHAI-SUM ORDERS ROUND UP.

HUNDRED KILLED IN FIERCE STREET FIGHTING.

Moderates on Top.

Canton, April 15.

The Moderates effected a coup d'etat to-day, in rounding up the Communists by taking similar measures to those taken by Marshal Chiang Kai-shek in Shanghai. A fierce resistance was put up by the "Reds" and armed labour pickets who were attacked by troops under Government orders.

The headquarters of the Hongkong Strike Committee were the centre of the disturbance. It was taken by storm by the troops and many rifles and much ammunition were found inside. In the course of the fight, over 100 Communists were killed, as also were many troops. Both sides suffered severe casualties, many hundreds being wounded.

The vicinity of Shamoen was heavily guarded by General Li Chai-sum's troops and the precautions taken for the safety of foreigners were most elaborate. The authorities now appear to have the situation well in hand, and the city is now quiet.—*Naval Wireless.*

Drastic Action.

Canton April 16. Marshal Chiang Kai-shek, through his loyal subordinates in Canton, has at last taken drastic action in routing the "Reds," as has already been done in Shanghai, Nanking, Hangchow, and other territories under the Marshal's control.

Having heard that the "Reds" in Canton, with support from the "Red" peasants' corps in the out-districts, planned a general uprising in Canton with the ultimate aim to overthrow the Government, General Li Chai-sum hurried back to Canton, and was just in time to direct the campaign against the "Reds," who are reported to have planned the uprising for to-day during the general anti-imperialist demonstration.

Troops Mobilised.

At one o'clock yesterday morning General Li Chai-sum, as acting Commander-in-Chief of the Army Headquarters in Canton, gave orders to the Garrison Headquarters, the Police Department and the military commands in the city, for a raid on all the Communist dens, and the arrest of all the "Red" agitators.

The ten or fifteen thousand loyal troops which have been withdrawn to Canton from the out-districts were mobilised.

The naval force was also mobilised, and by two o'clock all was ready.

General Chien Ta-chun was appointed Martial Law Commander of Canton, and was told to direct all anti-Red activities.

Union Headquarters Raided.

About 230 troops were sent out from the Martial Law Headquarters to raid the Hongkong-Shamoen Strike Committee, the Workers' Congress, and the All-China Labour Union, (all in Tung Yuan), the Railwaymen's Union, and other Communist headquarters.

At the same time, troops were sent to disarm the Hongkong-Shamoen strike pickets, the pickets of the Railwaymen's Union in Wengshah, the Preventive Corps of the Ministry of Finance (which were recruited from the strike pickets), and the Whampoa cadets, who have been ordered to concentrate in the Yintong Barracks.

The Sun Yat-sen University was also raided by the Police. The Police Department also sent a large force to close the two leading Kuomintang newspapers.

A list of 400 "Red" leaders, who were particularly wanted by the authorities, was drawn up. It was ordered that they be arrested.

Resistance Offered.

By four a.m. the raids were in progress. The pickets, the railwaymen in Wengshah, and the Whampoa cadets in Yintong offered resistance, and severe

VIOLENT GALES OFF SPAIN.

HUNDREDS OF SMALL CRAFT WRECKED.

GALLANT RESCUE AT SEA.

Madrid, April 14.

There have been violent gales on the coasts of North Africa and Spain.

Many vessels, including hundreds of fishing craft, have been wrecked, and numerous lives have been lost. Business is at a standstill at Melilla. A cyclone at Malaga destroyed many houses.

British Warship to the Rescue.

A British destroyer from Gibraltar, in response to an S.O.S. call, rescued in the midst of a tempest the crew of thirty from the steamer Collingdale, aground off Melilla.—*Reuter.*

Damage in Algeria.

Paris, April 14.

Great damage has been suffered at Oran, in Algeria, where many ships broke away from their moorings, trees were torn up, roofs were blown off, and the crops were ruined.—*Reuter.*

THE STRANDED TJILEBOET.

BAD WEATHER DELAYS SALVAGE.

Enquiries made this morning reveal the fact that the Dutch steamer, Tjileboet, belonging to the Java, China, Japan line, which went ashore on the North East point of Ling Ting island about fifteen miles South of Hongkong on the night of April 6th, is still aground.

The shock of the grounding caused several holds to spring leaks. Temporary repairs were effected, and it was thought likely that she could have been re-floated with safety yesterday, but another spell of rough weather intervened, and the hull was still further damaged on the rocks. This will require more repair work and calmer weather before she can be re-floated.

JUNK BLAZE.

EXCITEMENT IN HARBOUR.

Early yesterday morning, a seagoing junk carrying a cargo of crackers, joss sticks and cotton waste caught fire near the Matau wharf. The Fire Station received a call at 5.10 a.m., and the fire-boat, in charge of Mr. G. E. Moss, Acting Supt., was despatched to the scene.

When the float arrived the junk was blazing from bow to stern, and had drifted out into the fairway. After half an hour's action with two deck monitors and two lengths of hose the fire was quenched, and as there was a likelihood of her sinking in the fairway the float towed her to Tai Kok Tsui. On arrival there flames again appeared but were soon extinguished. The junk is practically submerged but she has not sunk.

A BURMA TRAGEDY.

FRENCH CATHOLIC PRIEST MURDERED.

Rangoon, April 15. A French Catholic missionary, Father Chagnon, who had worked for 20 years in the Maubin district, has been murdered in his bedroom, the motive apparently being robbery.

The identity of the perpetrators of the crime is unknown.—*Reuter.*

MAYOR OF LODZ KILLED.

STABBED BY AN ASSASSIN.

Warsaw, April 14. Czarinski, the Mayor of Lodz, has been assassinated. He was attacked and killed with a knife thrust, just as he was leaving his house.

Bulls and Inners

From the Office Butts.

Motor-car owners should not park in Statue Square. They may find someone put a spoke in their wheel.

Fashion note: The latest shade of crepe de Chine is "Shanghai Pink."

This new golf instructor will no doubt teach the best sort of lies.

They're not afraid of being Shanghai'd now.

Snappy paragraphs are at present appearing about our dogs.

The Seamen's Union *Gazette* isn't the only *Gazette* in Canton which prints lies.

It isn't a 'Dry Club' if you order Findlater's sherry.

"Are Parents People?" asks the *Queen's*. Some of these up-to-the-minute children seriously doubt if they are even human at times.

That King Ferdinand still remains alive must be due to the fact that he is not well enough to see his picture in some of our newspapers.

With fewer troops under canvas in Chatham Road, the feeling is not so in-tents on the local front.

Bottomley is to run a paper called "The Other Side" on leaving prison. It will be filled with inside information.

The wet canteen at the Peninsula Hotel is run by the N. A. A. F. I. initials, it is rumoured, standing for Never Ask A Fellow Inside.

The Welch Regiment hope when they come out here that the Chinese will not get their goat.

This renewal of the rabies scare recalls that old motto, "It's dogged, as does it."

The local radio fans hope that somebody in the near future will cater waul to them.

There may be ghosts but it is not easy to find spirits in Hongkong after midnight.

It is hoped, however, that there will not be any further demonstrations in Statue Square.

"Wives who count," is the heading to an article in a Shanghai paper. We know they do—especially when they're waiting up after midnight.

According to a Geneva cable on Wednesday, the Chinese Minister to Rome has very little to Chu.

The Scotland Maru ran ashore but nobody was hurt.

Her name is sufficient to indicate that she did not long remain "on the rocks."

The week's news item, *vide* the *S. C. M. Post*, "Princess Almeda Crocker-Galitzine is bringing a suit for divorce against Prince Mistifalass Galitzine." McWhirter said if he'd read it on the menu he wouldn't have known the difference.

The police are looking for a Chinese shroff about five feet two inches tall and about \$4,000 short.

The under dog in China must not be confused with the Pekingese.

The open door in China is handing just now—to get out, provided there's always a gunboat on the step.

This week's golf hint: When in a big bunker do not blast as this attracts attention. Instead press ball firmly with heel of right foot; cover later with a little top-dressing.

That overworked word again! A local wag suggests that the lady passengers by the President Polk were distinguished for their politude.

Local Chinese fortune tellers must now be licensed. It is rumoured that the brokers are quaking in their shoes.

This year's China Easter Egg sprang or a short man with a beard.

Ng had a Hyde when he looked Green at the Lo Honda hand, so ghost! As if a spectre would

The Canton Information Bureau complains that Scots pipers are to be seen behind the Shamoen defences. This sort of frightfulness must stop.

The bagpipes are all right if they would only leave them alone.

Talking of cars, another Kowloon man has made a rattling good investment.

Auntie Caustic says that when man and wife play partners at bridge it means one of two things: either they're newly married or they don't care a hoot.

The man who conceived the idea of putting telephone booths beside motor cycle parking places should be provided with a nice rest-room next door to a boiler factory.

If truth lies at the bottom of a well, the Nationalists must be using a medicine dropper to bring it to the surface.

The weather is about due for the picture heroine to begin floating on cakes of ice toward the waterfalls.

Bung-fu has been appointed Diplomasiac Dictator at Hankow.

A Berlin tradesman, it is reported has been allowed by the Courts to pay back a debt of 9,000 marks at the rate of 100 marks per month. O debt, where is thy sting?

"This particular evening frock has two shoulder-straps," says a contemporary. It sounds exceptionally dressy.

There is no truth in the story that, owing to the activity of the Rightists in Canton, hundreds of men have been thrown into work.

A Kowloon compradore collapsed in his store the other day. It is surmised that he was suffering from shock after telling himself the retail price of cheese.

Fairy Story: Once upon a time a member of the Hongkong Club had wonderful ideas to settle the Chinese mix-up but he kept them to himself.

What has become of the girl who used ink to hide the holes in her stockings?

This Concord idea is growing. A mid-level's resident laughed heartily in Chinese the other day.

Something is likely to happen soon. A man went into a local bank and was attended to at once.

Talking of Phil Scott's next fight a contemporary has it "£3,500 for 20 rounds." Must be bootleg stuff.

There is no truth in the story, that in order to discourage the Reds, the Y.M.C.A. triangle will be changed to blue.

"Amateur": From your description it is probably a dandelion. Consult President of the Horticultural Society or failing him, write to caretaker, City Hall.

"Cameronian": Your pal may be able to waggle his ears but can he beat the drums?

A stray bat from the belfry: "What about some kind person presenting a vacuum cleaner to the Dogs' Home and save so much scratching?"

One thing, long skirts used to cover a multitude of shins.

Auntie Caustic says that it's getting nowadays that unless a thing costs twice as much as it's worth, there's something the matter with it.

The weather is coming so that the cold shower-fanatics can prove it if necessary.

Our special reporter spent Wednesday night in Statue Square, but owing to the fog was unable, definitely to state whether the ghost was a tall man with a beard or a short man with a beard.

Fancy calling a policeman to a Green at the Lo Honda hand, so ghost! As if a spectre would

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CHINA CRISIS.

EARLIER TELEGRAMS.

London, April 14.

In the House of Commons, replying to Miss Lawrence, Sir Lamington Worthington-Evans said that British troops were not employed to picket the Soviet Consulate in Shanghai and search all entering and leaving. He asked notice for the question as to whether there had been any consultation between the Chief of Police and the General in Command as he was unable to answer it without communicating with Shanghai.

Mr. Herbert Williams suggested that in view of the public importance of its contents, the memorandum on labour conditions in China just published officially, should be issued at the price of one penny. Mr. Locker Lampson promised to consider the matter.—*Reuter.*

Gratitude To Britain.

Paris, April 14.

Britain's action in sending troops to Shanghai is praised by the *Echo de Paris* which says that it encouraged the foes of Communism in China to rally and turn on their enemies.

There are still many rocks ahead, but if the foreign settlements survive in China it will be to Downing Street that their gratitude is due.—*Reuter.*

French Policy.

London, April 14.

The *Manchester Guardian's* Paris correspondent describes France's policy in China as following the lead of Japan. It says that France believes Japan ultimately will be omnipotent in the Far East and France like Japan is reluctant to be embroiled unnecessarily with the Soviet.—*Reuter.*

NEW HOTEL.

SOME PARTICULARS OF THE BUILDING.

The Tung Shan Hotel situated at Nos. 37, 38 and 39, Connaught Road West, is now complete and will be open to the public on April 17. The Hotel has been designed and erected under the supervision of the well known firm of architects, Messrs. Palmer and Turner. Mr. W. A. Cornell, L. R. I. B. A. S. I., being in charge of the work. The building is constructed throughout of reinforced cement concrete and from the pavement level to the roof is 100 feet high, divided into eight storeys.

The ground floor contains the entrance hall and lounge with office for reception clerk. An electric passenger lift serves all floors and the roof garden. There is also a large restaurant with the usual kitchens etc., at back, where choice Chinese and European meals are prepared by first-class chefs.

The mezzanine floor contains a barber's shop, manager's office, and private dining room.

The six upper floors each contains 10 bedrooms, and each bedroom is fitted with a wash-hand basin with hot and cold water laid on. All the rooms are furnished with the best blackwood furniture. Bath rooms are provided with European bathtubs, hot and cold water, and flush system throughout.

The building was erected by the Hongkong Excavation, Pile Driving and Construction Co., Ltd.

The sanitary fittings, plumbing, hot and cold water installations have been carried out by Messrs. Lee, Kee under the supervision of Mr. Lee Lu-cheung.

This firm also laid the terrazzo flooring on all upper floors, and the mosaic paving on the ground floor.

The electric passenger lift has been supplied by Messrs. Waygood Otis, Ltd., and installed by Messrs. Dodwell and Co., Ltd. The steel casements have been supplied by

DESERTION PROVED.

HUSBAND ORDERED TO PAY.

The case in which a Chinese clerk in the employ of Messrs. David Sassoon and Co. appeared as defendant in a charge of desertion brought against him by his wife, concluded yesterday, at the Central Magistracy.

Mr. R. E. Lindsell, at the outset informed Mr. Leo d'Almada, Castro, who appeared for the defendant, that he ruled against him on the point raised by him last week as regards the time limit in which a complaint could be made to the Court. His Worship explained that the offence was a continuous offence.

Mr. d'Almada urged that when the wife left the Colony to return to her father there was nothing the husband could do. Mr. d'Almada added, "I think, that the point your Worship has decided does not apply, since the wife left the Colony."

Mr. E. S. C. Brooks, for the complainant, asked the Magistrate to award more than \$20 a month. He enumerated the wife's expenses, which he said at the lowest could not be under \$37 a month. He added, "I understand at one time during the proceedings in the S. C. A., the defendant agreed to pay \$25 a month."

His Worship said that if the complainant went to live in the country it would not cost, according to Mr. R. A. C. North, more than \$15 a month.

Mr. Brooks said that his client was not bound to return to her father, but His Worship intimated that if it was cheaper she should.

Order Made.

Mr. Brooks applied on behalf of the wife for the custody of the child and for maintenance.

Mr. Lindsell: I order that the complainant shall have custody of the child, defendant to pay the complainant the sum of five dollars weekly as maintenance.

Mr. d'Almada: Could you not make it \$20 a month?

Mr. Lindsell: Five dollars a week, is a little more than \$20 a month.

Mr. d'Almada: Excepting in the month of February. (Laughter).

Mr. Lindsell: Not if it is a leap year.

After a little consideration, Mr. Lindsell ordered that the payment of the maintenance be made every four weeks. The defendant was also ordered to pay \$50 of the complainant's costs.

PAYMENT IN INGOTS.

£18,000,000 TO BE PAID TO FRANCE.

Paris, April 14.

The £18,000,000 gold which the Bank of England is to restore to the Bank of France will be handed over in gold ingots. The Bank of France will make whatever use it thinks fit of this gold. Either the gold will be brought back to Paris and lodged in the Bank's safes or it will be deposited with accruing interest in the Bank of London, in New York, Amsterdam or elsewhere, or sold in exchange for dollars or other appreciated currencies.—*Havas.*

Messrs. Henry Hope and Sons Ltd., through their local agent, Messrs. Dodwell and Co., Ltd. A fire hydrant has been installed on each floor, the work being carried out by The Jardine Engineering Corporation, Ltd., Messrs. Merryweather's materials being used throughout.

The roof is covered with ruberoid roofing, laid by the United Asbestos Oriental Agency Ltd. The electric lighting installation has been carried out by The Kai Ming Company. Simplex Plaster partitions have been used for all internal walls. Yale locks are fitted to all doors.

Facing the harbour, the building commands a very good view.

EARTHQUAKE.

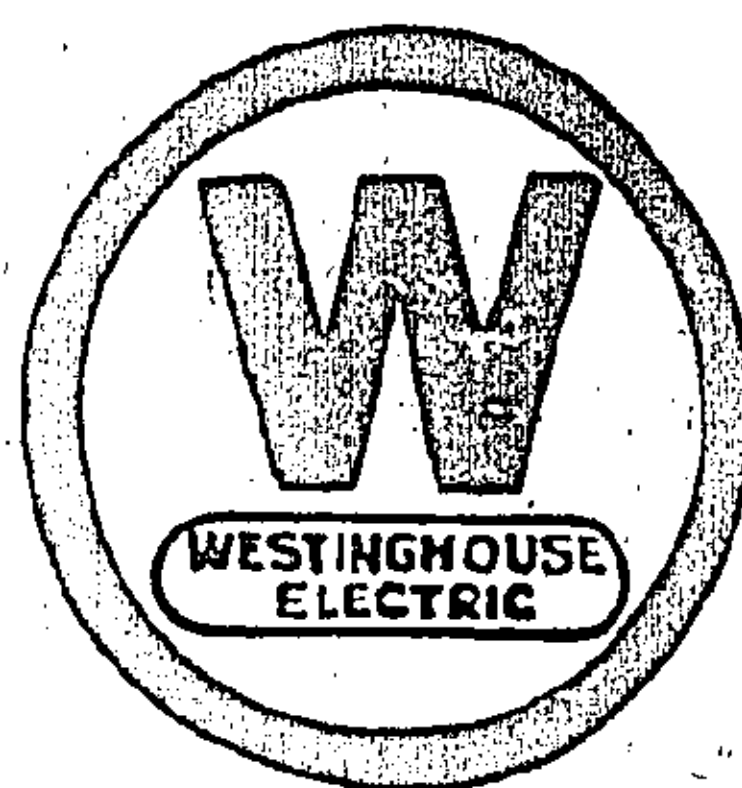
CHILEAN SHOCK.

Santiago de Chile, April 14. In an earthquake shock this morning several buildings partially collapsed.—*Reuter's American Service.*

THE GREEK DEBT.

PAYMENT OVER PERIOD OF 62 YEARS.

London, April 14. The Anglo-Greek debt agreement provides that Greece in respect of the debt of £21,441,000 will pay £6,950,000 payment to be spread over sixty-two years, starting at £50,000 a year and gradually rising to £400,000.—*Reuter.*



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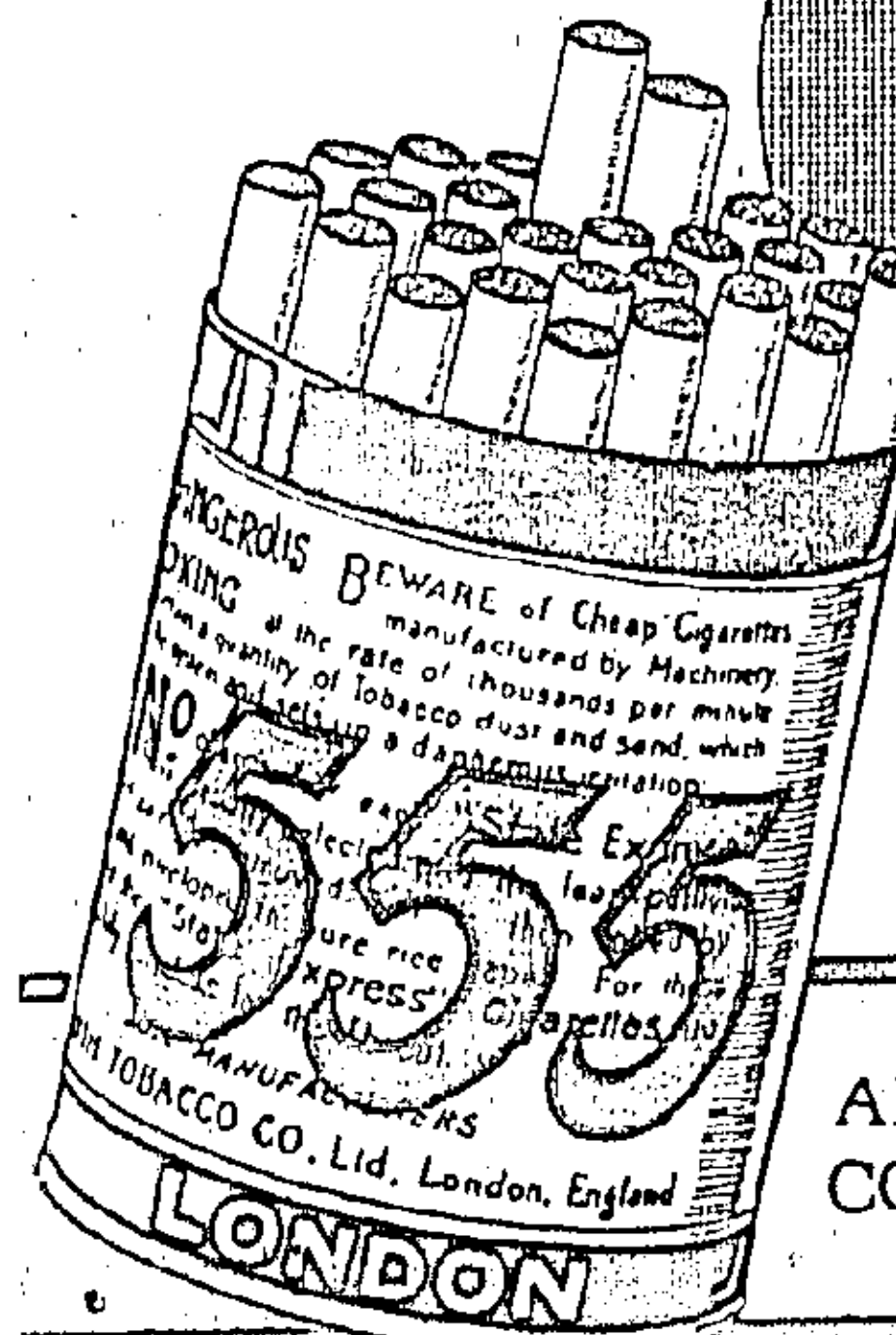
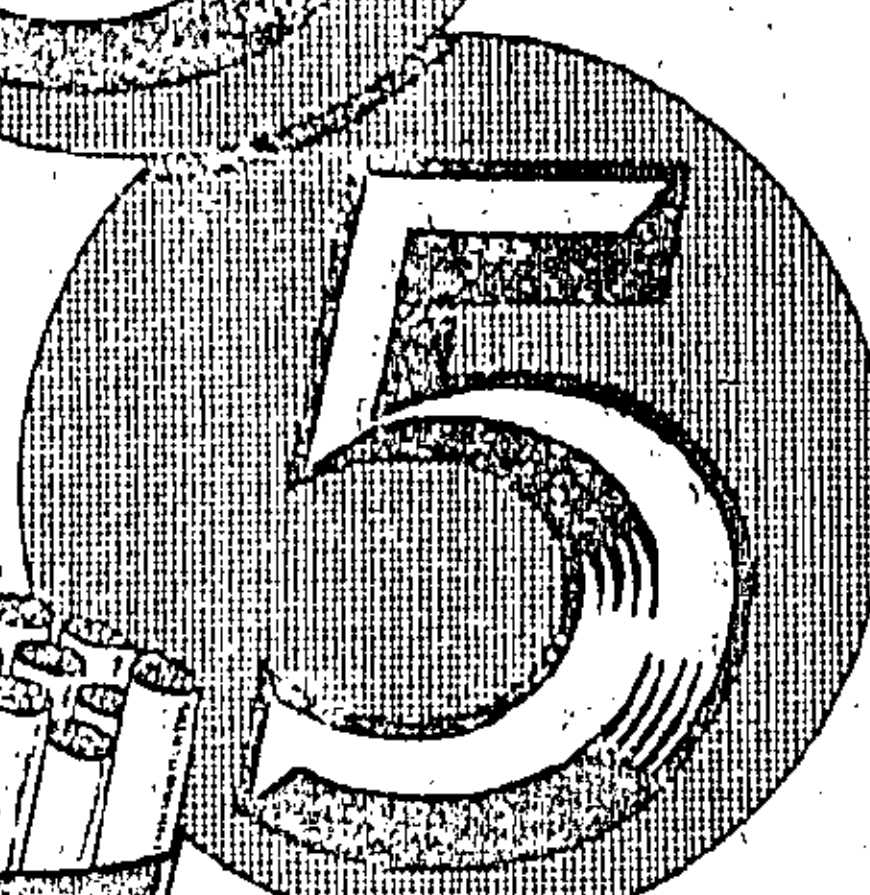
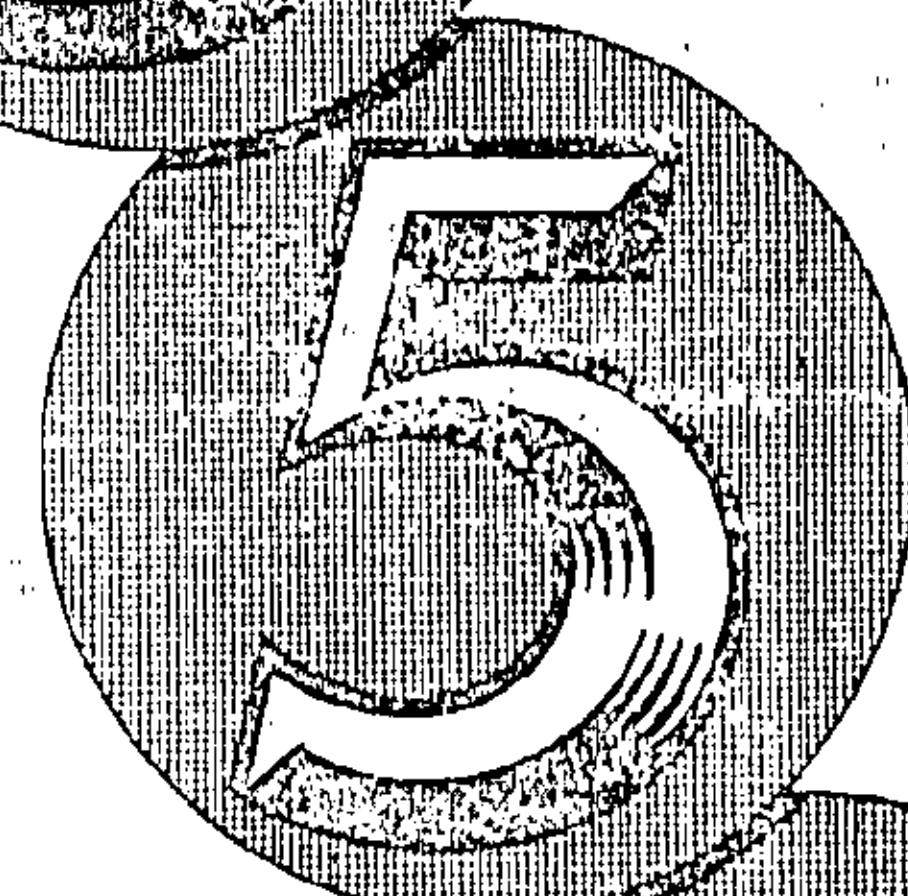
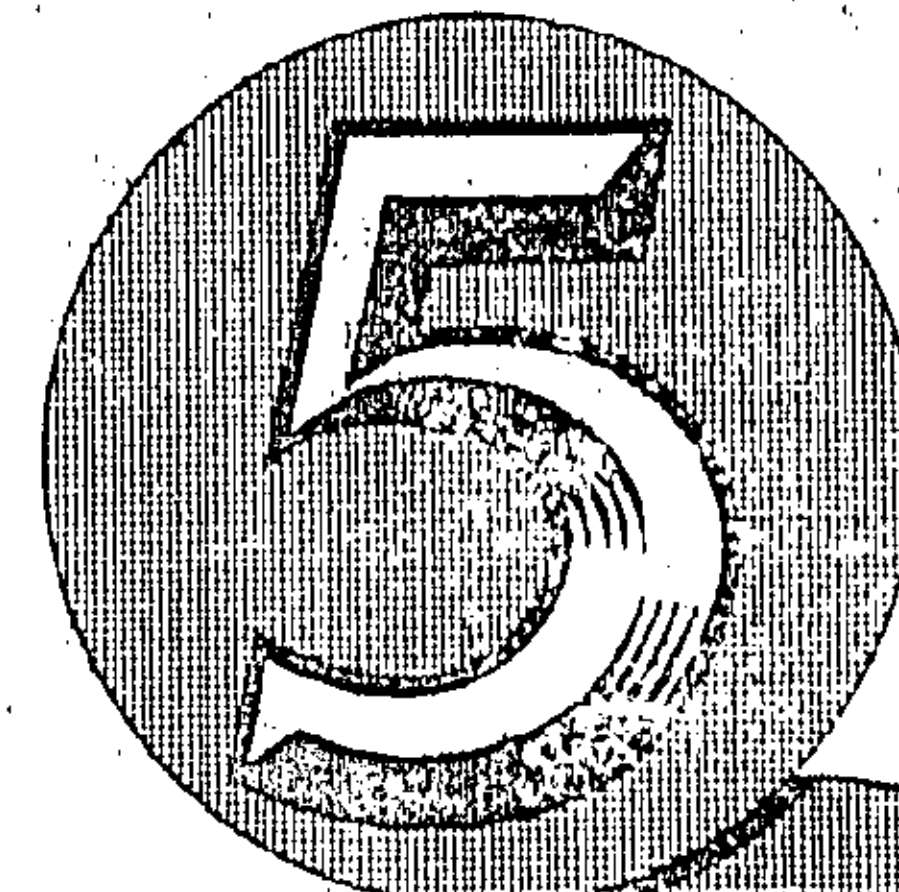
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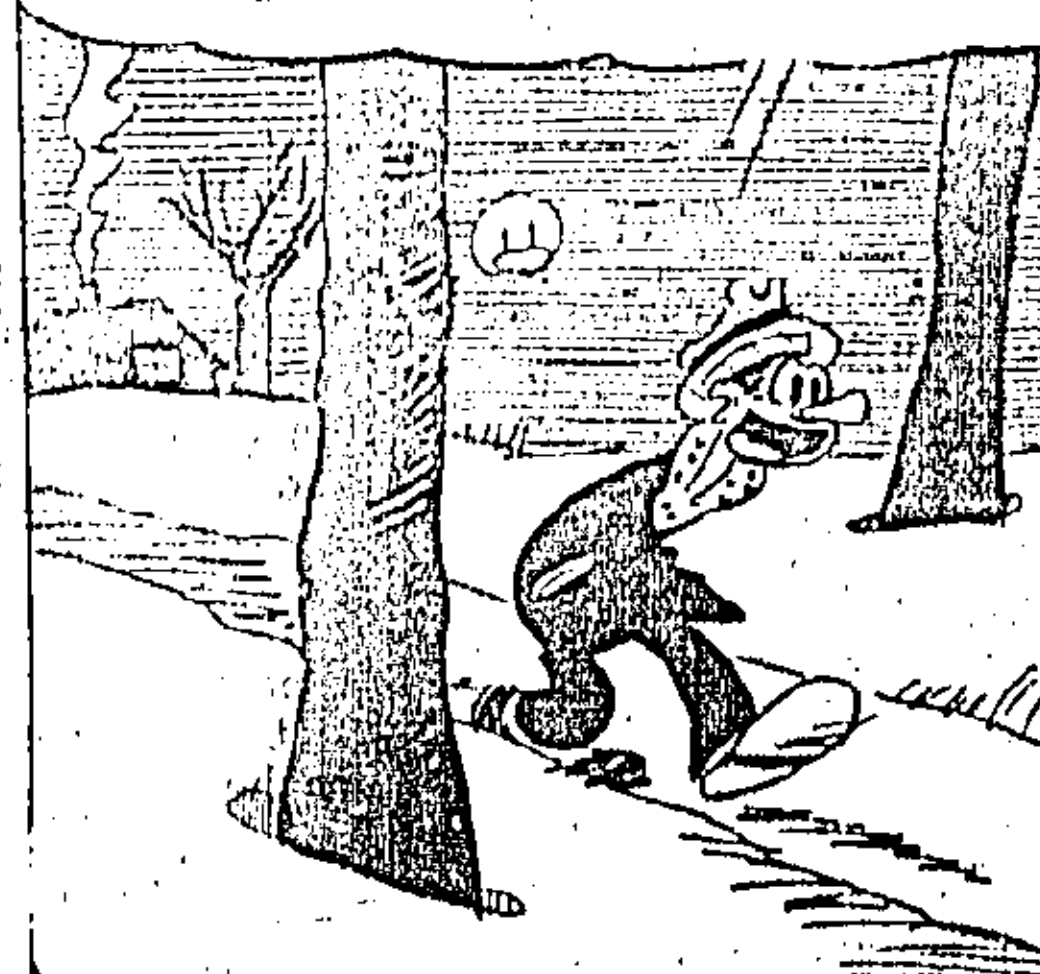
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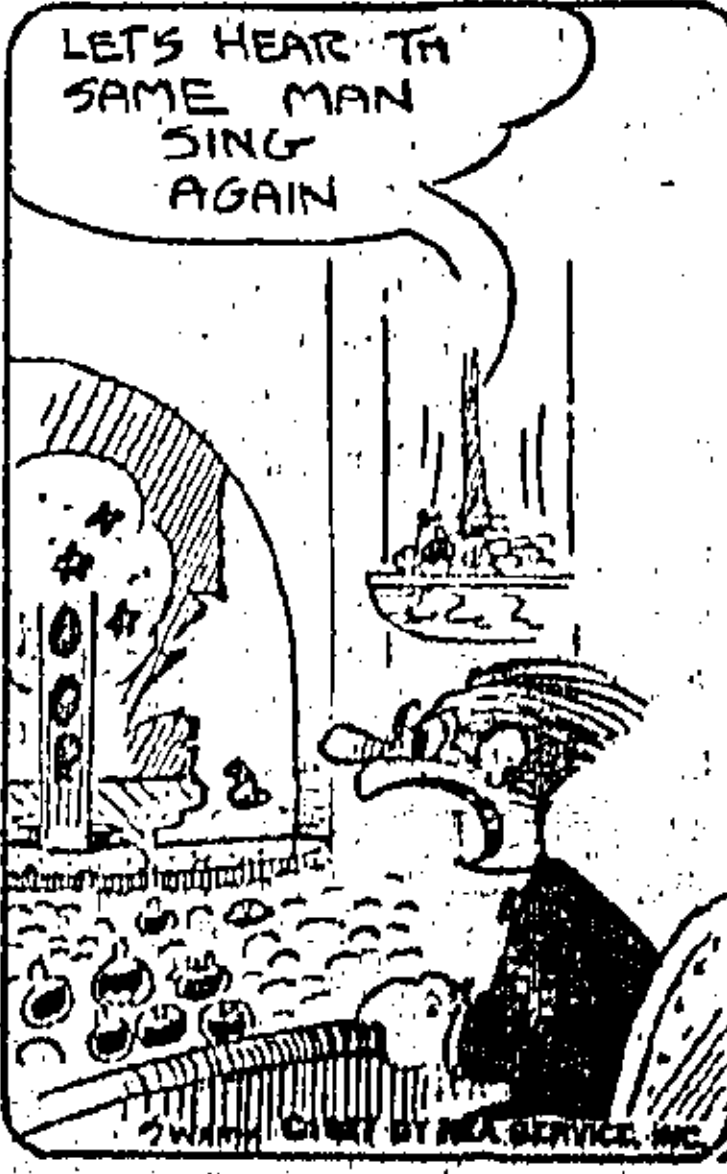
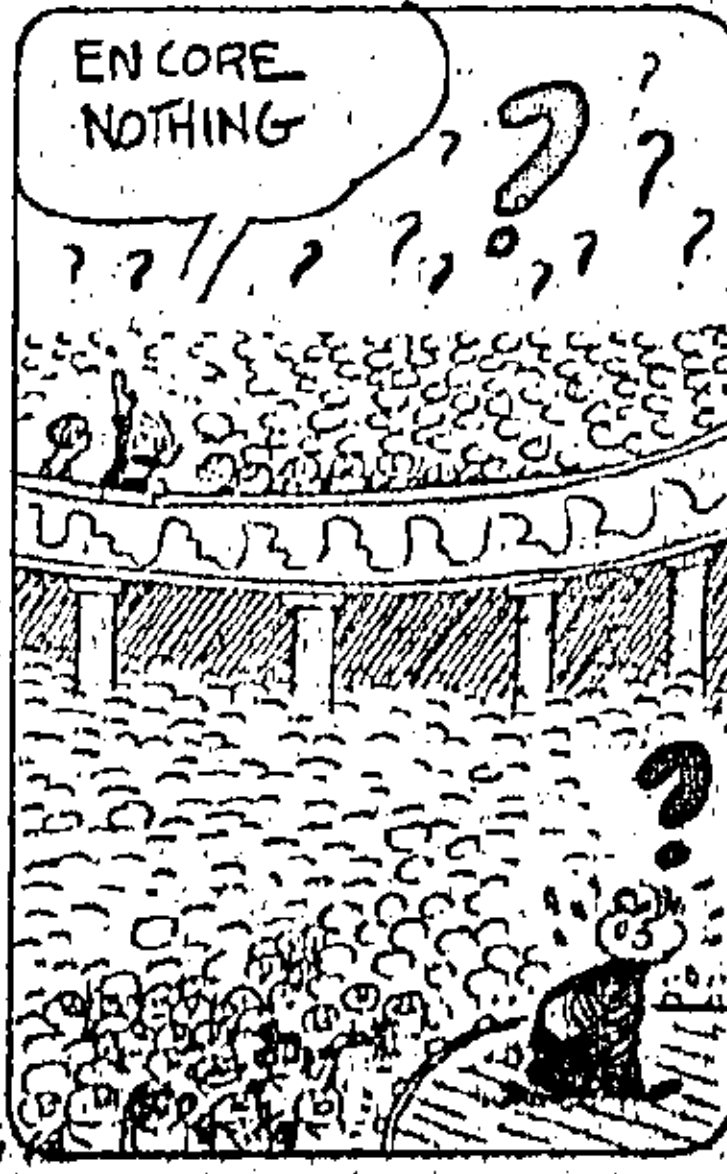
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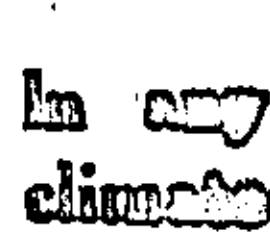
OH BOY—THE FIRST DAY OF THE
NEW YEAR—GUESS I'LL CELEBRATE BY
TAKING MILLY TO A SHOW



Who's Encore, Anyway?



By Swan



Children thrive well if
nourished by SCOTT'S
Emulsion which en-
riches the blood and
prevents childhood
ailments. Ask for

**SCOTT'S
Emulsion**



One of the effective groupings of the chorus in the Hongkong Philharmonic Society's presentation of "H.M.S. Pinafore" which took place last week at the Theatre Royal. (Photo: Ming Yuen).



This shows everybody happy at the finale of "H.M.S. Pinafore" which was so well put on by the Philharmonic Society. (Photo: Ming Yuen).



The Concert Party of H. M. S. Despatch recently presented "Molly Kennedy" and the above picture shows the staff and cast of the concert. (Photo: A. Hing.)



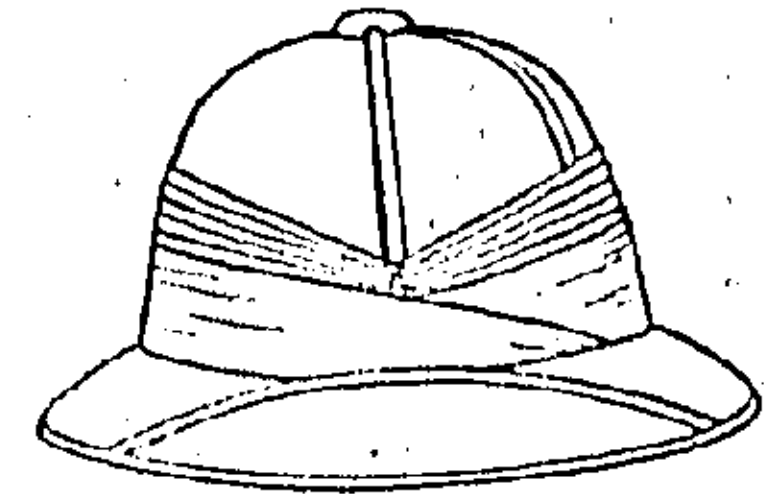
The annual sports of the Sacred Heart College took place on Sunday last, and the above pictures show the boys' sack race and a race for Boy Scouts in progress. (Photo: Moe Cheung.)



Scene at the prize distribution at the annual sports of the Sacred Heart College, when the Hon. Mr. R. H. Kotewall distributed the awards. (Photo: Moe Cheung.)

(All photo engravings on this page by "South China Morning Post".)

SUMMER HEADWEAR



Hawkes' Sun Hats with patent self fitting white leather head band ... \$15.00
Fith Helmets covered white with waterproof interlining... \$8.50 and \$9.50
Felt Hats with double crown, single brim, or Double Teral in various colours ... from \$14.50

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guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

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The following replies are awaiting collection:—

1392, 1342, 1397, 1441, 1444,
1456, 1462, 1453, 1512, 1516,
5, 26, 32, 38, 72, 80, 88,
101, 102, 161, 174, 168, 191,
194,

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FAMILY HOTEL.—Victoria Gardens. Quiet apartments and suites of rooms. Full board from \$95, \$110, \$130 monthly. Large commodious rooms, also daily rates; five minutes from ferry, next new Hotel, Hankow Road, Kowloon, Tel. K.357.

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**WANTED.—FOREIGN SALES-
MAN** for selling high class Lubricating Oils, must be thoroughly experienced. Apply stating salary. Box No. 208, care of "Hongkong Telegraph."

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REQUIRED FOR MIPI, Sarawak. English speaking Chinese Surveyor, having thorough working knowledge Theodolite, Level, Tachometer, capable making own calculations for traverses, and drawing own plans and maps. Salary \$150.00. Straits Currency monthly, free furnished quarters, light, fuel, medical attendance, second class passage to and from Mipi. Applicants to enclose copies of references. Reply, P. O. Box No. 223, Hongkong.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai Gap Road, Hongkong. Apply to 32, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—European Flat, 29A, Kennedy Road 4 rooms 2 bathrooms servants quarters. Apply Telephone C.547.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

KOWLOON HOUSE near ferry, five rooms, furnished for one year or longer. Linen and cutlery included. Half may be sublet by principal tenant. Small investors, Tel. C.4630.

TO LET.—SHIPPING OFFICES in Connaught Road Central, Nos. 16, 18 & 19, Ground Floors; Nos. 16, 17 & 18, First Floor; No. 15, Second Floor. Please apply S. K. Trust Ltd., 29, Connaught Road, Central.

TO LET.—Furnished flat on Peak to let: two bedrooms with bathrooms, two reception rooms and enclosed Verandah. Modern Sanitation. Immediate Possession. Apply Box No. 207, care of "Hongkong Telegraph."

TO BE LET furnished, or sold— from 1st June, 1927. Forebank West, Magazine Gap. Six rooms, 4 Bathrooms, Modern Sanitation, Private Garage. Suitable for two couples or four bachelors. Apply F. M. Crawford, care of Lane, Crawford, Ltd.

TO LET.—ONE EUROPEAN HOUSE, 26, Babington Path, containing about 10 rooms, with verandahs, besides bathrooms, kitchens and servants' quarters. Quiet locality. Immediate occupation. Moderate rental. Apply 27, Babington Path or Tel. C.4516.

NEW ADVERTISEMENTS.

GREAT METHODIST RALLY.

at the
**WESLEYAN METHODIST
CHURCH, WANCHAI.**
on
Wednesday, 20th April, 1926.
Reception and Tea 6 p.m.
Public Meeting 7 p.m.

HONG KONG TELEPHONE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the Second Ordinary Yearly Meeting of HONG KONG TELEPHONE COMPANY LIMITED, will be held on Saturday, the 23rd day of April, 1927, at the Board Room of the Company, Second Floor, Exchange Building, HONG KONG, at 11 a.m. In the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the Board of Directors, for the financial year ended 31st December, 1926, confirming the appointment of two Directors and re-electing two Directors and the Auditors.

The Transfer Books of the Company will be closed from the 16th April to the 23rd April, 1927, both days inclusive.

Dated this 7th day of April, 1927.
By Order,
of the Board,

R. GUY WILKERSON,
Secretary.
14, Des Voeux Road Central,
Hongkong.

HONGKONG JOCKEY CLUB.

The Second Extra Race Meeting will be held (weather permitting) at Happy Valley on Saturday, 16th April, and Monday, 18th April, 1927, commencing at 2.30 p.m. on both days. The first bell will be rung at 2 p.m.

The charge for admission to the Public Enclosure will be \$1. per day for all persons including Ladies. Soldiers and Sailors in uniform half price.

Members are advised that they must show their Badges to obtain admission to the Members' Enclosure.

Each member has the right to introduce 2 non-members to the Members' Enclosure, tickets for whom can be obtained from Messrs. Linstead & Davis at \$5. each per day up to Thursday 14th April, 1927.

The charge for admission for Ladies to the Members' Enclosure will be \$2. Each member can obtain, upon application to the Secretary, Badges for admission of 2 Ladies free of charge.

HONGKONG BOXING ASSOCIATION.

SEVENTH TOURNAMENT OF THE SEASON.

Saturday, 16th April,
at 9.15 p.m.
at the
THEATRE ROYAL.

MAIN EVENTS.
Welterweight Championship of the Colony
15 Round Contest.
Stoker Norman Morris,
H.M.S. "Hermes"

v
A. B. Bennett,
H.M.S. "Witherington."
and
10 Round Contest.
A. B. Ewin,
H.M.S. "Hermes"

v
Stoker Evans,
H.M.S. "Enterprise."
Welterweight & Middleweight Champion of India.
and
four other contests.

BOOKING AT MOUTRIES.
Members—13th April.
General Public—14th and 16th April.

USUAL PRICES.

GOLF



The success of any game depends on how much knowledge you possess of that game.

W. C. LYLE
For appointment Ring C. 4367,
Lane, Crawford, Ltd.
Sports Department.
or Telephones C. 78 or 513.

LAMMERT'S AUCTIONS

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **WEDNESDAY,**
the 20th April, 1927,
commencing at 11 a.m.

at No. 30, Ashley Road, Kowloon.
A Quantity of Valuable Household Furniture.

(Particulars from Catalogue.)

On View from Tuesday, the 19th April, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **THURSDAY,**
the 21st April, 1927,
commencing at 2.45 p.m.

at No. 10, Knutsford Terrace, Kowloon.
A Quantity of Valuable Household Furniture.

(Particulars from Catalogue.)
On View from Noon Wednesday, the 20th April, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **THURSDAY,**
the 21st April, 1927,
commencing at 11 a.m.

at their Sales Room, Duddell Street,
14 Cases Knitting Machines.
7 Cases Odol.
9 Contessa Netta Cameras.
and
A Quantity of Miscellaneous Goods.

(For account of the concerned.)
One 24 Roller Raising Machine.
(Packed in 8 cases and stored at present at the Hongkong Kowloon Wharf & Godown Co., Ltd., Kowloon. Further Particulars and Inspection Orders from the Undersigned.)

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

PUBLIC AUCTION.

The Undersigned have received instructions to sell by Public Auction,

on **FRIDAY,**
the 22nd April, 1927,
commencing at 11 a.m.

at their Sales Room, Duddell Street.
A Large Consignment of Ladies' Novelties.

Comprising of the Latest Parisian, and Continental Dresses, Robes, Scarves, Socks, Stockings, Boots and Shoes.

also
Mandarin Coats and Embroidery.
and
A Quantity of Imitation Pearl and Fancy Glass Reads Necklace.

On View from Thursday, the 21st April, 1927.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers.

CHINA AUCTION ROOMS.

4, Duddell Street.

If you have anything you would like to sell, exchange or advertise send it to the CHINA AUCTION ROOM.

E. V. M. R. de SOUSA.

THE CHINA CRISIS

DURING THE PRESENT CRISIS, MANY LOCAL RESIDENTS HAVE INSTRUCTED US TO MAIL A DAILY COPY OF "THE HONGKONG TELEGRAPH" TO FRIENDS ABROAD.

IF YOU WOULD LIKE YOUR FRIENDS TO RECEIVE AUTHENTIC ACCOUNTS OF EVENTS DAY BY DAY, SEND US INSTRUCTIONS AND WE WILL DO THE REST.

Rates—

British Empire.....\$3.60
per month.
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REMINDER

ENJOY
YOUR WEEK-END

CAFE RESTAURANT PARISIEN DANCING

SPECIAL MENUS AT NO INCREASE

**BEST OF VIANDS
BEST OF WINES
PLEASANT MUSIC**

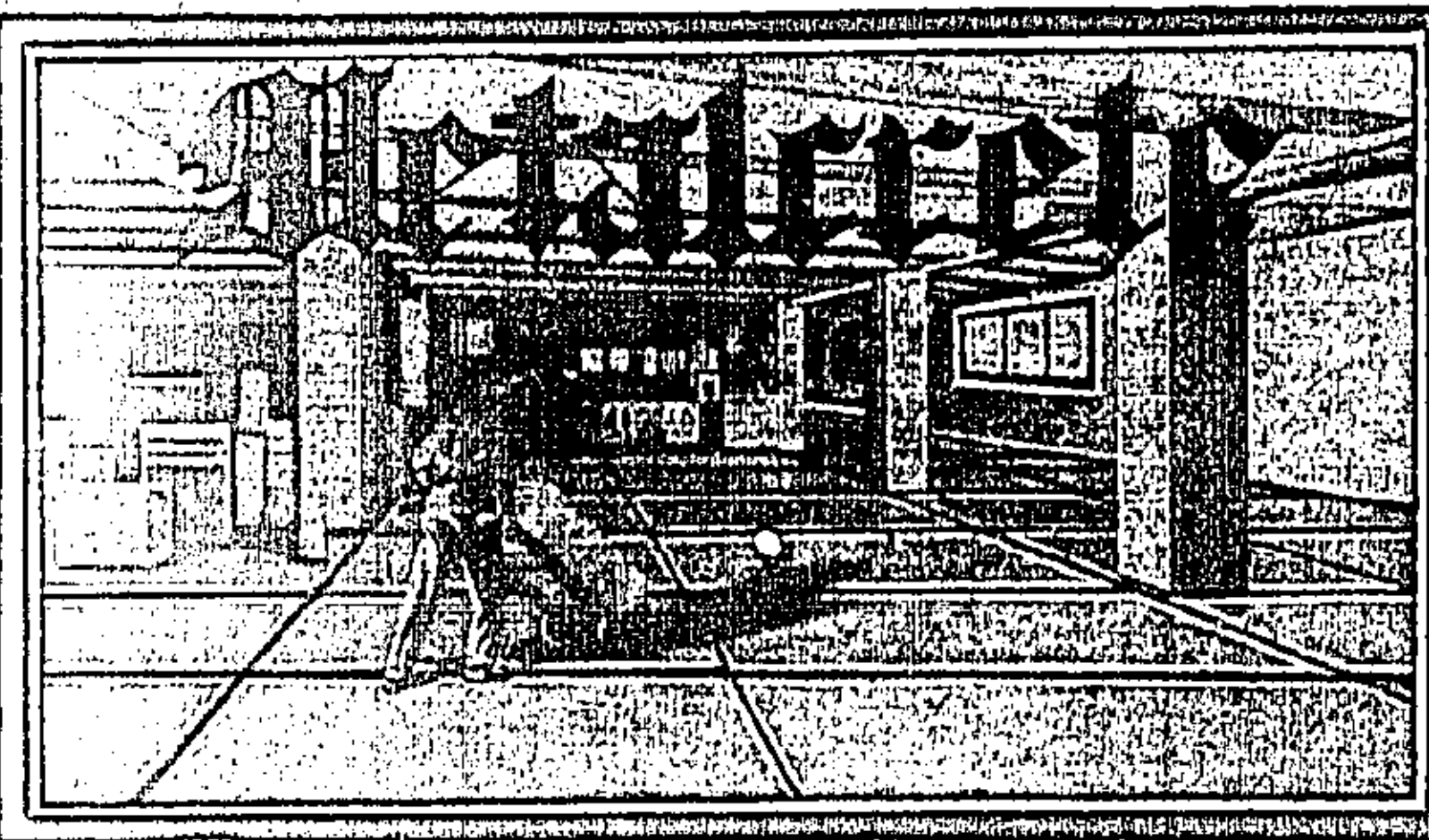
and a
**BUMPER-FULL OF PLEASURE
AT REASONABLE COST**

Similar Advantages Every Day

Meals and Refreshments Service From
8 a.m. to 12 midnight.

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made
WEARPROOF-DUSTPROOF-WATERPROOF
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A Guaranteed Concrete Hardener.

If you are interested in results let us tell you more about it.

Fresh Stocks Just Arrived.

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HAWAII A DELIGHTFUL CHANGE EN ROUTE TO AMERICA

Tall, lazy palms swaying in the fruits and vegetables, many of perfumed purple of the night; them individual to the islands, entrancing music of the southern help to satisfy your newly found seas borne to you on the breeze; appetite.

myriads of tropical blossoms Outdoor sports all the year; carefree shouts of native boys who stee your outrigger canoe before the racing waves; golf on a dozen green courses; moonlight swimming; motoring to out-of-the-way places; tennis, deep-sea fishing; volcanic wonder-lands.

Hawaii's location in mid-ocean and its unfailing trade-winds in-traded booklet and "Tourfax," a sure coolness and health. Fresh bulletin of up-to-date information.

(Please enclose this 'ad' with your letter.)

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LADIES' STRAW HATS

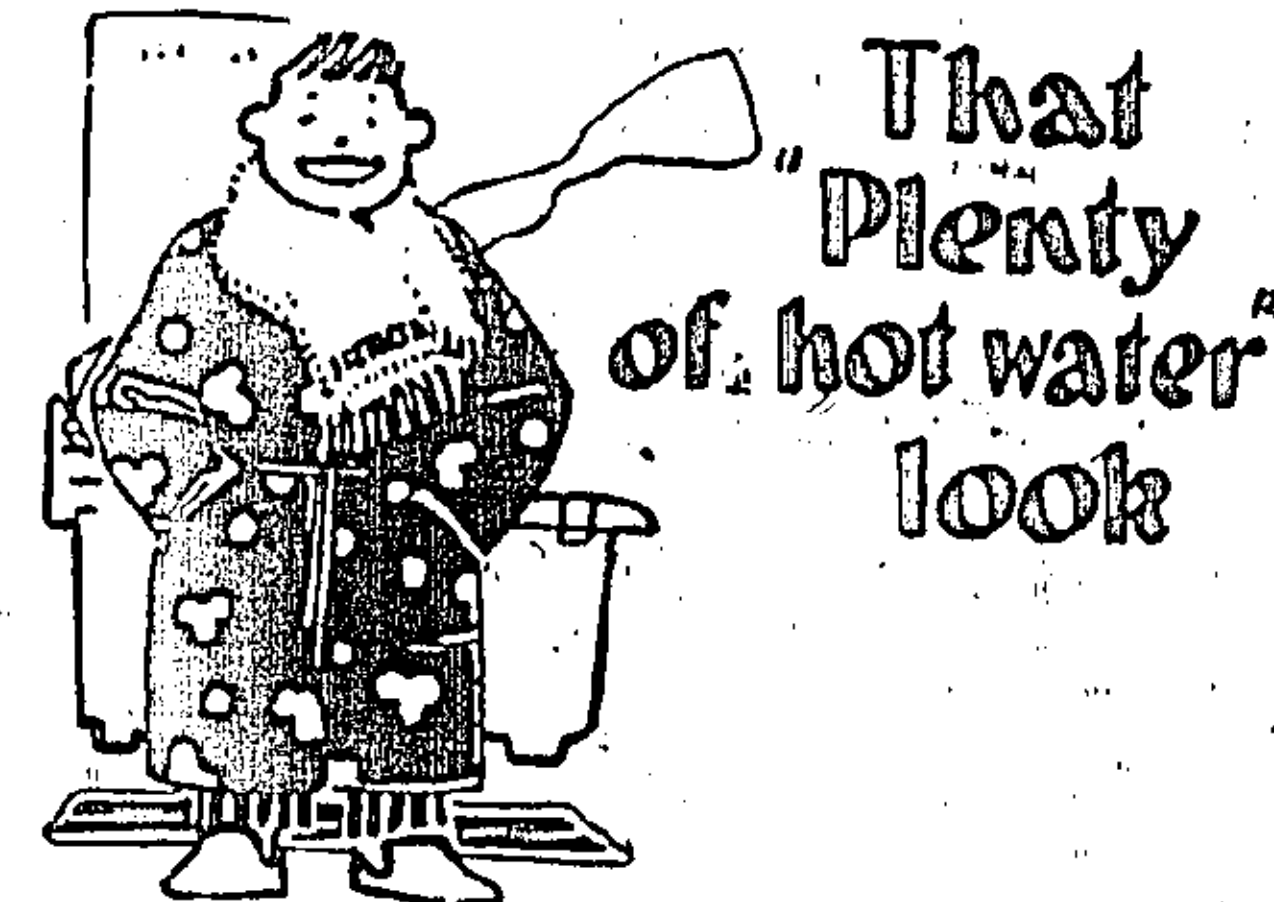
NOW ON FULL DISPLAY

Every hat Paris-inspired; all of them revealing the latest styles that smartly-dressed women will readily appreciate. Various adorable shapes and enticing colors.

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Can be achieved by anyone
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GAS WATER HEATER.

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THERE is no worry or anxiety in rearing Baby healthfully and happily, even in a tropical climate, when Glaxo is used as Baby's food.

Glaxo is the food that has been used to rear the children in five Royal Nurseries. Court Physicians see that Royal Babies have the best and most nourishing food—that is why Glaxo has been chosen.

Give your Baby Glaxo, and watch the difference after a few days; see how restfully he sleeps, how contented he is and how steadily he increases in weight. Ask your Doctor!

Glaxo

The Vitamin Milk-Food

"Builds Bonnie Babies"

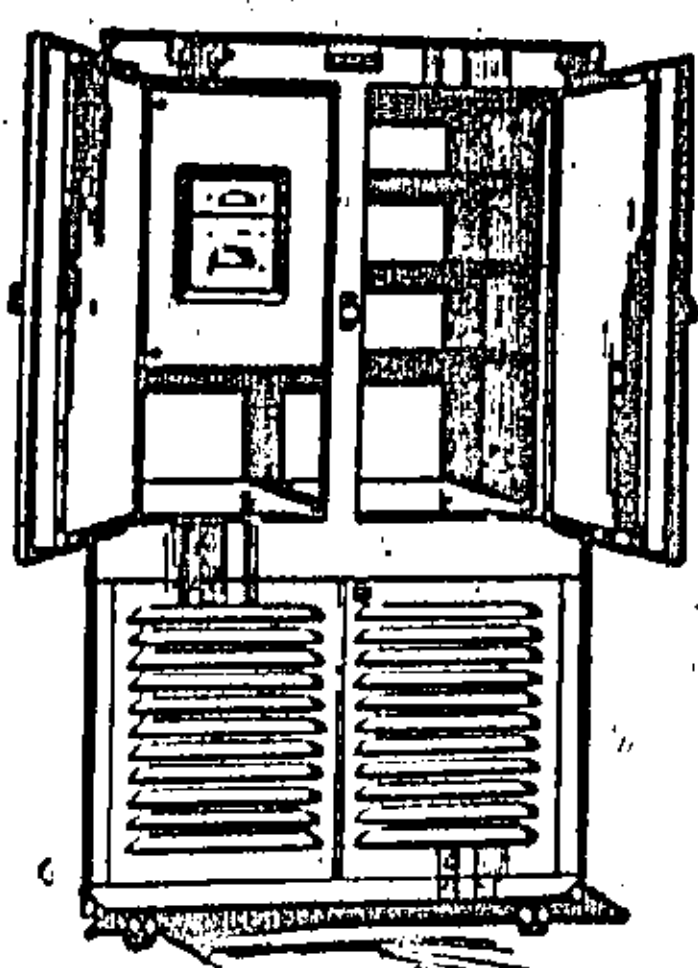
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W. R. LOXLEY & Co.

MAN-HANDLED!

When your ice is brought to your door it is man-handled.

Avoid all risk of food contamination by purchasing a

Frigidaire

Call and inspect the demonstration set at the Showrooms of **LOWCOCK & HO** 31, Wellington Street.

Frigidaire
PRODUCT OF GENERAL MOTORS

Sole Agents:—Hongkong and South China

Frigidaire motors are made and guaranteed by General Motors Corporation.

THE UNION TRADING CO., LTD.

Prince's Building.

J. E. H.

99% of Europeans resident in the Tropics need the Waters, Spa Treatments, and vitalizing Moorland Air of

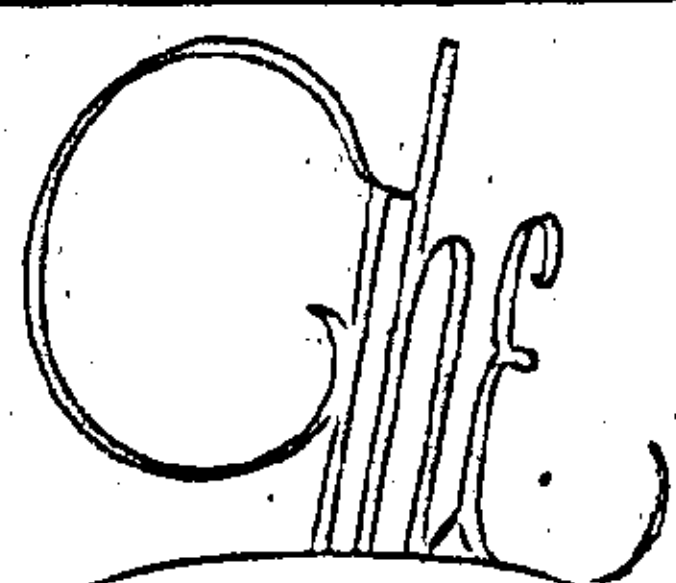
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BRITAIN'S FAMOUS SPA

Every form of Sport and a wide range of high-class Entertainments

Pullman and Fast Restaurant Car Trains daily from King's Cross Station, London

A BOOKLET giving full particulars about Harrogate will be sent free on application to MESSRS. THOS. COOK & SON'S offices, or F. J. C. INCHON, General Manager, 14, The Royal Baths, Harrogate.



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KOWLOON
THE INTERNATIONAL
DRY CLEANING & DYEING COMPANY
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HONGKONG

GUILTY OF MURDER.

UNUSUAL PLEA ACCEPTED IN LONDON COURT.

The acceptance of a plea of guilty in a murder charge—a very unusual procedure—and the pronouncement of the death sentence within six minutes of the prisoner's appearance in the dock, was witnessed by a crowded Court at the Central Criminal Court, London.

The prisoner was James Frederick Stratton (26), warehouse packer, and he was accused of murdering his sweetheart, Daisy Dorothy Mayes, a typist, in a North London railway train, on the night of February 21.

When the case was first called, Stratton, a slim pale youth, entered the dock in a most unconcerned manner, with his left hand heavily bandaged as a result of injuries received from a knife while struggling with the girl.

In answer to the charge, he pleaded guilty in most emphatic tones, and Mr. Justice Branson directed that he should be taken below for a consultation with his counsel, Mr. Duke.

In his absence, the next case was taken and concluded. The prisoner returned to the dock, and again insisted on a plea of guilty.

Traces of Abnormality.

Mr. Duke said that after a lengthy conference, the prisoner still desired to place on record his plea of guilty. The case was a pitiable one, and he suggested that in spite of the statement of the prison doctor, there were serious traces of abnormality in this unhappy young man, who was only on the threshold of life.

His statement that on the night of the murder he "had to go home to pay some money to my grandmother and to get ready to do the girl in" was distinct evidence of abnormality. It was the case of a young man with a bad medical history, and perhaps a fancied grievance against a girl.

In a disturbed frame of mind he struck at her, and the effects of the blow appeared to have aroused him to commit a barbarous act which he would not otherwise have done.

Counsel suggested that all the facts, with the papers, should be sent to the proper authorities.

Mr. Justice Branson—That is always done, and they receive the most careful consideration. It will be done in this case.

No opening statement of the facts was made by the prosecution, nor was any evidence tendered. Mr. Justice Fulton remarking that his Lordship had no doubt read the depositions.

CHRISTIAN SCIENCE.

HEALED AFTER 12 YEARS' SUFFERING.

Mrs. Nelva E. Ritchie, C.S., member of the Board of Lectureship of the Mother Church, the First Church of Christ, Scientist, Boston, U.S.A., gave a lecture on "Christian Science" in the Usher Hall, Edinburgh, under the auspices of the First Church of Christ, Scientist, Edinburgh.

At a recent lecture, said Mrs. Ritchie, I was introduced by a man, 82 years of age, who stood erect, his eyes bright, his face ruddy and almost unlined. During the introduction he gave a testimony, in which he stated that it was almost 30 years since he was healed by Christian Science. He had been sorely afflicted for more than six years and had been pronounced incurable.

Man is intelligent, said the lecturer, because the one Mind, God, is supreme and eternal. Man reflects health, happiness, and harmony because he is the infinite expression of soul or substance, which does not sin, suffer, or cause discord of any kind.

The lecturer said she saw the truth of this statement proved several years ago in the case of a woman who had a marvellous healing through Christian Science treatment, of what was called inflammatory rheumatism. This woman had suffered something like twelve years, and at the time she turned to Christian Science for healing was unable to walk or use her hands. A very serious heart and eye trouble had developed also.

During these years of suffering many material means were tried, different kinds of baths and treatments, her tonsils removed, teeth extracted, numerous injections of serum, but all failed to bring about a cure. At a time when her condition seemed utterly hopeless, she turned to Christian Science for treatment, and was healed. Very soon after she expressed normal activity, was able to take care of her household duties, and was to-day a well, happy woman.

The prisoner listened to the death sentence unmoved, and left the dock after one of the shortest murder trials on record.

Plea Rarely Accepted.

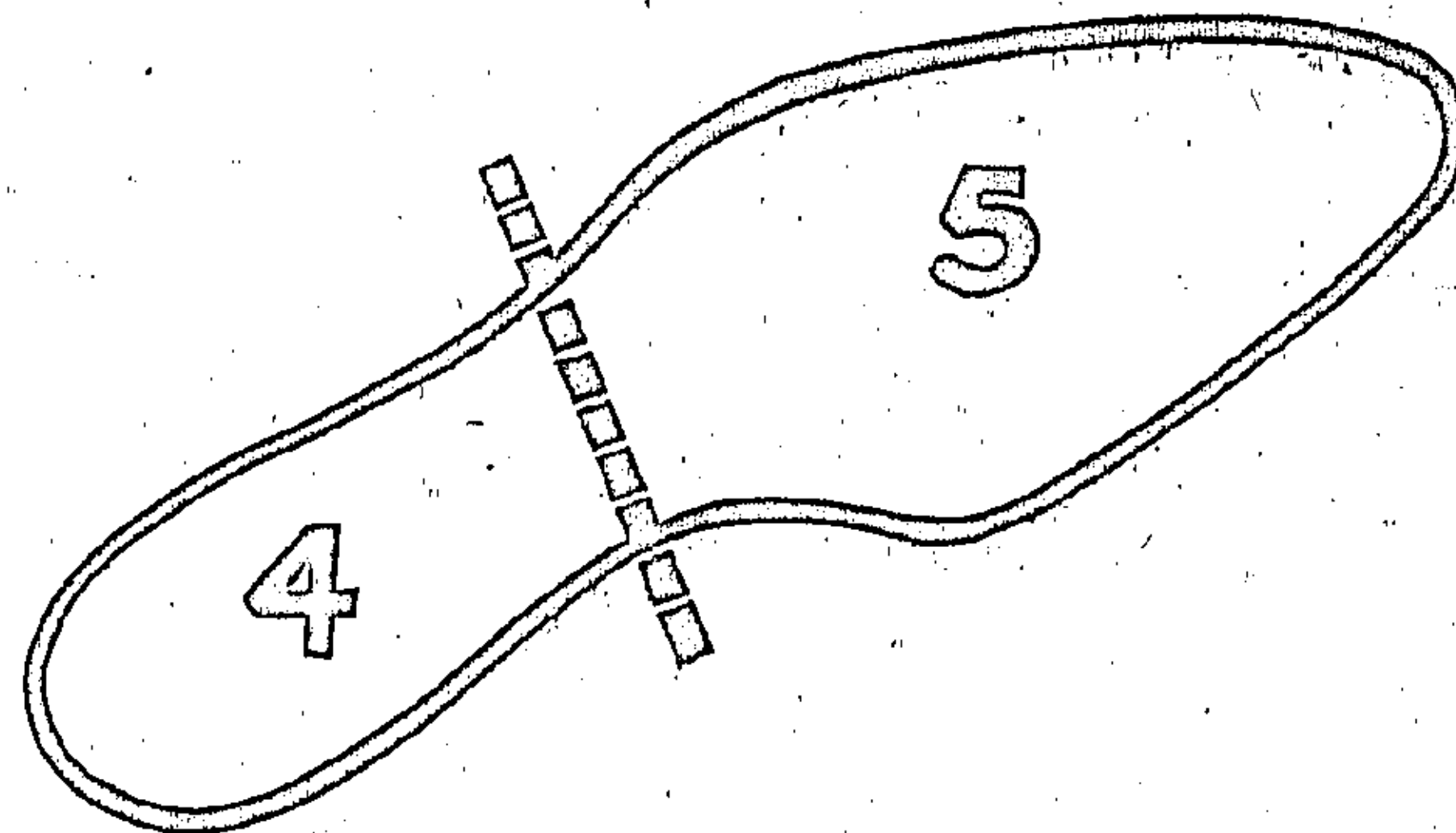
The case is also remarkable for the fact that the Police Court proceedings and the final trial and sentence of death have all been completed within 17 days of the night of the murder.

A barrister with 40 years' experience of the Old Bailey told a Press Association representative that it was only the second time he had known a plea of guilty to murder accepted at that Court.

K Plus Fittings

"Plus Fours for the Feet" is a phrase which stands for a new principle in K shoe fitting—a principle which has given to the K wearer that perfect trim and shapely fit which before belonged only to shoes "made to measure."

By combining two fittings in one shoe—a 4 fitting heel-part with a 5 fitting fore-part, for instance—you ensure a close clip to the ankle, together with perfect comfort for the toes.



The diagram illustrates a Plus 4 fitting. For those with a slimmer foot, there is the Plus 3 fitting, a normal fore-part with a narrow heel.

Ask the K Agent to test your foot with K Plus fitting shoes, and remember that, if yours is not a Plus-fitting foot, there are still available the various standard K fittings.

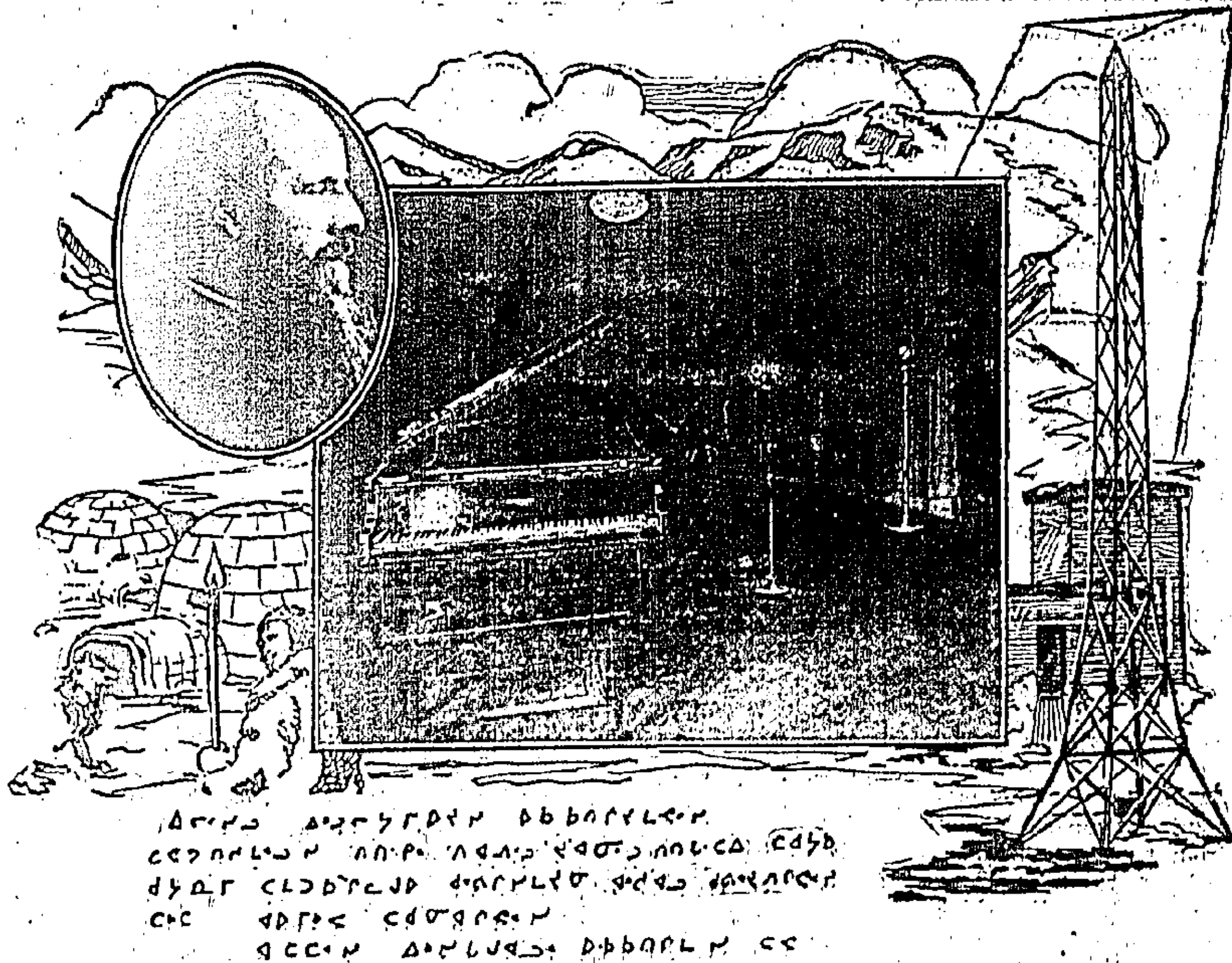
NEW SEASON'S STOCK IN ALL SIZES

HONGKONG AGENTS.

Mackintosh
MEN'S WEAR SPECIALISTS & Co. Ltd.

ALEXANDRA BUILDING.

DES VOEUX ROAD

First Broadcast in Eskimo Tongue

"ATATAPSI, ikkittuppiuk okkittuppiuk tawa," a word which appears to be a typographical error, but it is given the phonetic value of the French alphabet, these groups of letters take on meaning which render them quite clear to the Eskimo inhabitants of Chesterfield Inlet, Southampton Island and other territory approaching and within the Arctic Circle. To the natives in the District of Keewatin and bordering the western shores of Hudson Bay these phonetic sounds would tell them that they were being addressed by their "Father, the High Priest," in other words, Mr. Arsene Turquetil, of the Order of the Oblates of Mary Immaculate, and Apostolic Prefect of Hudson Bay.

These phonetic groups form part of the message in syllabic characters shown above which is the written language understood by the Eskimo and Indian peoples in the northern parts of the Dominion.

The message was broadcast by Mr. Turquetil from CNR, the Ottawa station of the Canadian National Railways, Radio Department, and being transmitted in the Eskimo tongue was the first occasion on which that language had been used in a broadcast. At the same time, the prelate spoke in French, then in English, so that all listeners in might understand what was being said.

Neither Eskimo nor Indian possessed a written language before the advent of the white man, although the Indians had a picture language, which is rather different. A white man invented a written language, first used by the Cree, then adopted by missionaries of various religious beliefs, until today it is in general use. This written language has been picturesquely termed "Pitkin" due to the use of bark and burnt stick in the early stages of its development.

The syllabic characters are the invention of James Evans, an Englishman who landed in Canada in 1823. Son of a sea captain who had remained long abroad owing to the Napoleonic wars, young Evans received a longer schooling than usual, during which time he displayed a remarkable aptitude for history and languages. After his arrival in Canada, Mr. Evans obtained employment as a school teacher and, in course of time, served at various places in Ontario and ultimately advanced to missionary service in the Methodist Church. Mr. Evans encountered many language difficulties when his work led him among the aborigines and he set to work to devise a means of establishing communication on a more general scale than then possible.

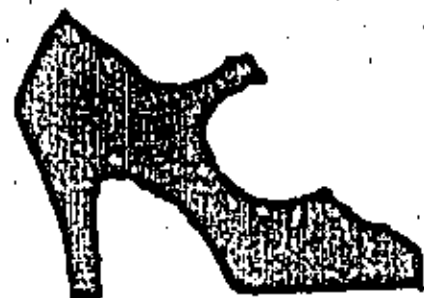
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ROYAL
SHOE STORE.
Ladies' Dancing and
Walking Shoes.
also Lizard Skin Shoes



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Expert Fit and Good
Workmanship.
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Telephone Central 3237.

GENUINE
"KUMALAE" GOLD MEDAL
(HAWAIIAN MAKE)

UKULELE

PRICES RANGING
From \$18 to \$25

KOWLOON MUSIC STORE

KOWLOON HOTEL BLDG. KOWLOON.



TEETHING WITHOUT TEARS.

The period of dentition is a time dreaded by the mother, a time of nerve-racking experience in which she feels helpless to mitigate her child's suffering. Mothers who have once used Baby's Own Tablets for their teething little ones fear no longer, for they find in these Tablets just what is needed to help the child and save it pain.

Baby's Own Tablets

guaranteed to contain no narcotic or other harmful drugs, quickly cool feverishness; remedy indigestion, constipation, colic; check diarrhoea; relieve croup and colds; allay teething pains; expel worms; quiet the nerves and promote sound health-giving sleep. Your chemist sells Baby's Own Tablets, also post free, 60 cents the vial, from Dr. Williams' Medicine Co., 60, Kiangse Road, Shanghai.



Their soothing
antiseptic vapours
prevent & cure colds

Pop an Evans' Pastille into your mouth and you feel instant relief from the most obstinate cold. Your harsh, burning throat is eased. Breathing becomes clear.

Evans' Pastilles—made to the formula of the Liverpool Throat Hospital—contain valuable volatile remedies. The soothing vapours reach every part of the throat, nose and lungs, and kill the germs where they lurk. Doctors, the world over, recommend Evans' Pastilles.

Get some to-day.

EVANS'
ANTISEPTIC THROAT
Pastilles

Made in England, by Evans Sons, Limited
& Webb, Ltd., Liverpool.
SOLD BY ALL THE BEST CHEMISTS

"VERY MUCH BETTER."

SIR JOSIAH STAMP'S VIEW OF BRITISH TRADE.

Sir Josiah Stamp, G.B.E., president of the Executive of the London Midland and Scottish Railway, delivered an address on "The Present Transitional Period of British Industry" at a members' lunch of the Edinburgh Chamber of Commerce and Manufacturers, in the Caledonian Station Hotel, Edinburgh. Mr. Andrew Henderson, president of the Chamber, was in the chair, and among those present were Lord Provost Stevenson, Principal Sir Alfred Ewing, Sir David Paulin, Mr. G. J. Scott, Mr. James Morton, president of Glasgow Chamber of Commerce, and Colonel Jayne.

Trade, said Sir Josiah Stamp, had been carried on in a perfect welter of fluctuating markets due mainly to the extraordinary changes, the times at which the changes had been made, and the rate at which these things had been changed.

At the present moment things were very much better so far as British trade was concerned now that France was keeping her price level around a particular figure. Things had been going in all directions, and the map had been changing every few months, and so the directions of trade had been profoundly modified by the extraordinary welter of currency fluctuations. It was no wonder that the pace of industry had been very heavily hit. But this kind of fluctuation was nearly over.

Production Increases.

One of their difficulties, continued Sir Josiah Stamp, was that of doing increased business, of getting a boom in trade. Another difficulty was that as the trade level dropped it affected the income of the country. But while the income was becoming less and less there was one thing that was not changing, and that was the country's debt.

He had, however, studied the census of production, and so far as it had gone it was very encouraging. The net output per person was very much higher.

They had been long waiting for industry to revive, and they had assumed that it would revive. It was perfectly clear to him that subtle changes had been going on in nearly every industry, which meant that business men must overhaul their machinery and methods.

They must remember that in the long run the standard of life could only be improved by securing the maximum result with the minimum human cost.

FUTURE OF COAL INDUSTRY.

AN OPTIMISTIC OUTLOOK.

A new and greatly increased prosperity for the coal industry and all concerned in it was fore-shadowed in a remarkable speech by Sir John Cadman at the inauguration at Hurley, Staffs., of modern shaft-sinking operations at the Dexter Pit of the Kingsbury Collieries.

Sir John spoke with the authority of his unequalled experience and position as member of various Government Advisory Committees on scientific research in various branches of production and utilisation.

Referring first to the extreme simplicity of the pithead plant of the new shaft, he said there were no boilers to stoke and no tall chimneys pouring smoke over the countryside, and none of the elaborate pumping equipment usual where a shaft is being sunk through water-bearing formations.

Electric cables from the super-power station at Birmingham provided all power required for the sinking of the shaft and the operations of coal-getting when the shaft was completed.

There would be no pit ponies. The universal slave, electricity, was taking their place in modern scientific coal-mining.

Scientific Methods.

Discussing the general effect of the application of the new and more scientific methods to the coal industry, Sir John said they had heard for years past of its troubles, inability to make profits, and pay the wages it should, failure of export markets, and menace of foreign competition, but there was nothing basically wrong with the British coal industry.

We had still immense reserves of the finest coal in the world close to great industrial centres and harbours for shipment.

No coalfields are richer or so well placed as ours, he said, and we had a great body of the best miners in the world. But in a great many of the coal mines the methods are those of our grandfathers.

Just now the industry is suffering badly from too much individualism. What was wanted was men to get the small owners



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together and make them see the immense advantages of pooling their resources, their energies.

Every phase of the industry would benefit, and not least a combined selling organisation would be able to take advantage of market conditions impossible for individual mines and owners.

He believed these larger groups of collieries would be formed and that they would offer the best guarantee for the proper development of our coal resources, and the prosperity of those engaged in the industry.

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Somebody's Darling.
- 4516 {Who.
Sunny.
- 4547 {Babying You.
Ev'ry Little Maid.
- 4553 {Me Too!
Tho More We are Together.
- 4544 {In a Little Garden.
Immortelle Waltz. Sax. Solo.
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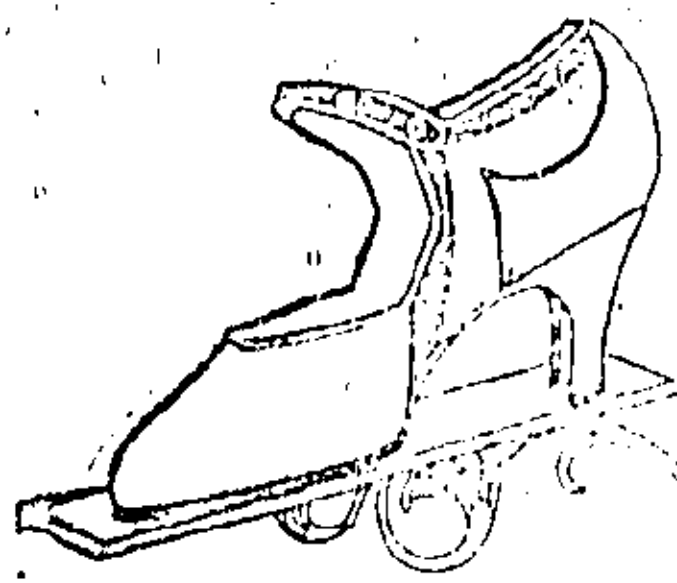
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KOWLOON BOWLING
GREEN CLUB.MEMBERS' APPRECIATION OF
NEW CLUB HOUSE.

At the annual general meeting of the Kowloon Bowling Green Club, which was held at the Club yesterday evening, the President, Mr. J.S. McIntosh presiding, reference was made to the appreciation of members of the new Club house, and interesting contrasts were made to the Club as it was twenty years ago.

The Chairman was supported by Mr. D. Gow, Hon. Secretary, Mr. R. Lapsley, Hon. Treasurer, Mr. P. T. Farrell, Mr. C. Bond, Mr. B. Wylie, Mr. D. Hazel, and Mr. W. Russell. There was a large attendance of members.

In proposing the adoption of the annual report and accounts, which were published last week the Chairman said it was gratifying to note that the results exceeded expectations, especially when they thought of the times of stress through which they were passing. That was largely due to the officials and committee, who had received the hearty co-operation of members generally.

Pioneers.

After thanking the committee, he said the taking down of the Club house and the erecting of the present one naturally recalled to the minds of the older members the pioneer work done by the founders. Names such as W. Ramsay, A. Ritchie, A. Ewin, J. Kyles, E. C. Wilks, H. Schoolbred, J. Allen, W. C. Jack and James Macdonald. Those gentlemen introduced the sport of lawn bowls to the Colony on a disused tennis court, opposite Observatory Villa, and were afterwards granted by the Government part of the ground they were then using, which at that time, he understood, was more or less a swamp.

The new Club house had been described as adding greatly to the amenities of that part of rising Kowloon and for its erection and supervision they were indebted to Mr. Keith and Mr. Wylie. To Mr. Keith for drafting out the original plans which had been adhered to with very trifling alterations, and to Mr. Wylie for evincing such shrewdness and foresight necessary for the new building. Thanks were also due to the hon. secretary, Mr. D. Gow, and the hon. treasurer, Mr. R. Lapsley for their untiring efforts.

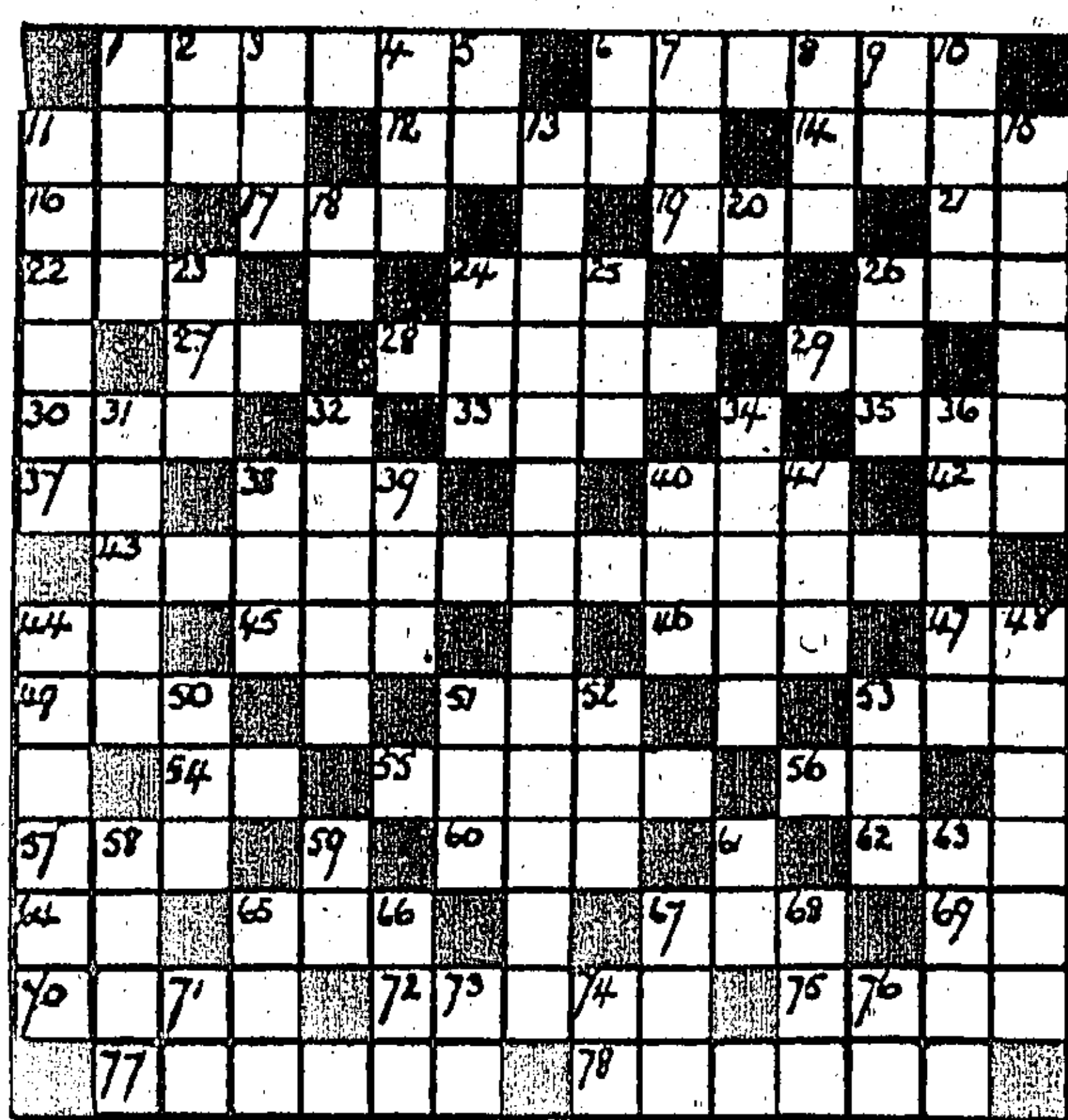
Nothing seemed to have escaped their eagle eyes that could make for the interest and general comfort of the members. Mr. Gow's work throughout last year had fully illustrated that one volunteer was worth ten pressed men. Little remained to be added to what was said on the closing day with regard to the activities of the past year. Since then the competition for the Belfast Cup, presented by their old friend and member, Mr. McKirdy, had been won by Mr. Farrell in the "A" division.

The Young Bowlers.

The chairman's proposal was seconded by Mr. J. T. Dobbie, who said:

In seconding the motion for the adoption of the very splendid report and statement of accounts, it is only fair and proper that the views of the rank and file—otherwise the smaller fry—should be heard. Had things gone awry or in some way left something to be desired, you would be very sure that the "voice of the gods" would be heard at the annual meeting in no uncertain and hesitating manner. When affairs have prospered in an exceptional degree during one of the very lean years in the Colony's history, and that in spite of the fact that this commodious new Club-house has been built, it is equally just that the general body of members should have something to say by way of congratulation to those to whom were entrusted great responsibilities a year ago.

OUR CROSSWORD PUZZLE.



Across.

- 1 Dome.
- 6 Conductor's wands.
- 11 Bottom.
- 12 To implant.
- 14 An animal's cry.
- 16 Adverb.
- 17 Sign of ascent.
- 19 Flow back.
- 21 Part of verb.
- 22 Clear of all deductions.
- 24 Imitate.
- 26 Substance produced by insects in Asia.
- 27 Exclamation.
- 28 Open space.
- 29 I.
- 30 Female.
- 33 A date.
- 35 A unit.
- 37 Male.
- 38 Man's name (abb.).
- 40 To excrete.
- 42 Proposition.
- 43 District.
- 44 Conjunction.
- 45 Female parent.
- 46 Kind of windlass.
- 47 Branch of Service.
- 49 Receptacle.
- 51 Colour.
- 53 Taken food.
- 54 Conjunction.
- 55 Prepared beverage.
- 56 Adverb.
- 57 Product of coal.
- 60 Cask.
- 62 Friend.
- 64 Proposition.
- 65 Part of grate.
- 67 To incite.
- 69 Substantive verb.
- 70 Quote.
- 72 Pointed upwards.
- 73 Directed.
- 74 Chinese sailing vessel.
- 75 The fowler's whistle.

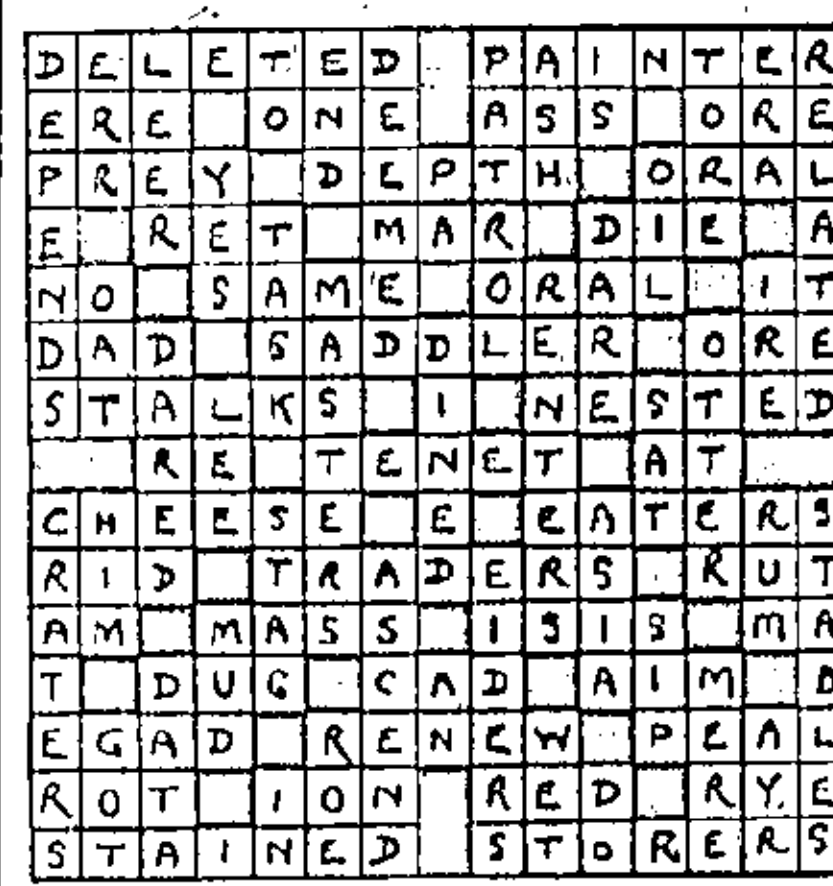
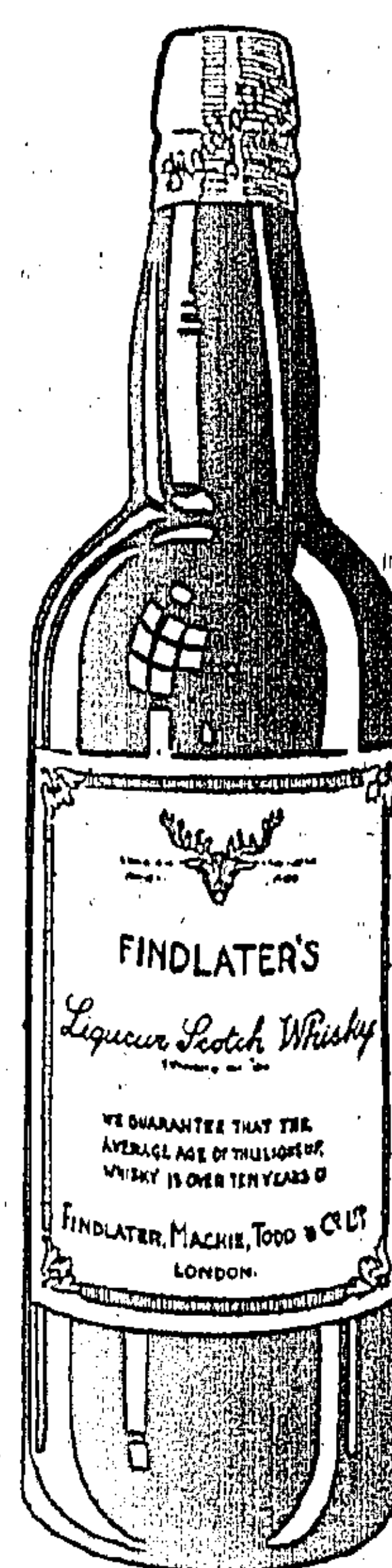
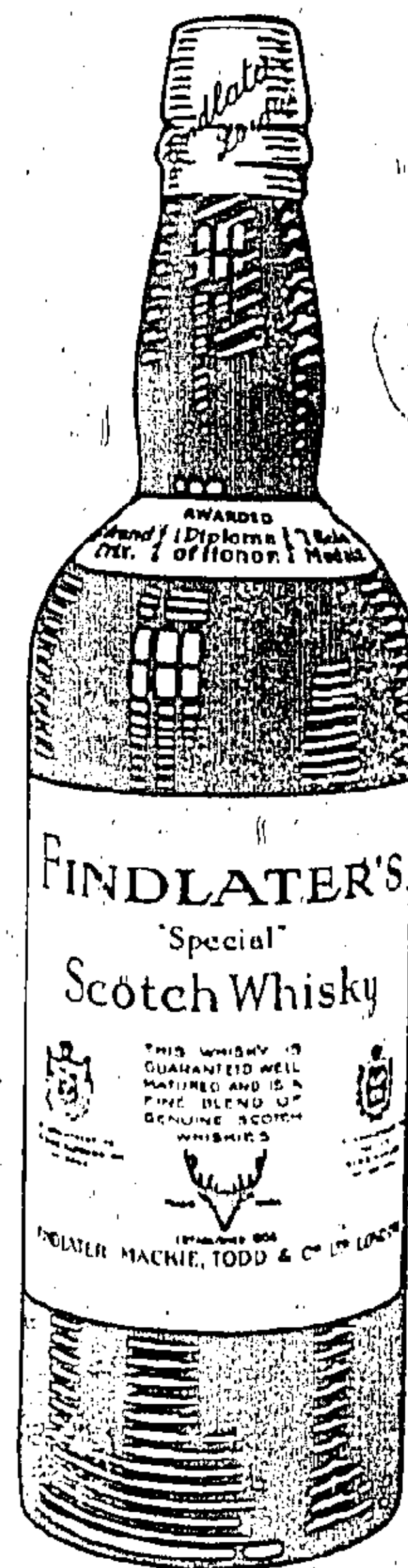
Down.

- 1 Receptacle.
- 2 You and I.
- 3 To shut up.
- 4 Conjunction.
- 5 Conjunction.
- 6 To have existence.
- 7 Eaten.
- 8 A spherical body.
- 9 Adverb.

A tale (myth).

- 11 Espel.
- 13 Compound Malediction.
- 15 Short surplice.
- 18 Conjunction.
- 20 Proposition.
- 23 Delicate article.
- 24 A French superficial measure.
- 25 Girl's name.
- 26 Untitled land.
- 31 A shrub.
- 32 Royal.
- 34 Persian term of respect.
- 36 Permanent skeleton.
- 38 A protection.
- 39 Electrical resistance.
- 40 A unit of work.
- 41 A weight.
- 44 Relating to vinegar.
- 48 Bad.
- 50 Conjunction.
- 51 To decay.
- 52 A Spanish title.
- 53 A coxcomb.
- 58 Indigo.
- 61 Auxiliary verb.
- 63 Part of Bashant.
- 64 Real name.
- 65 Excessive pronoun.
- 66 An exclamation.
- 67 To prolong.
- 68 Elastic Aciform fluid.
- 71 Proposition.
- 73 Head of house.
- 74 Proposition.
- 76 I and another.

Thursday's Puzzle.

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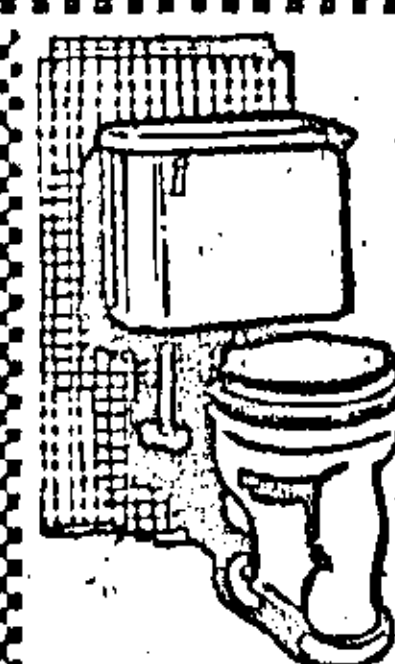
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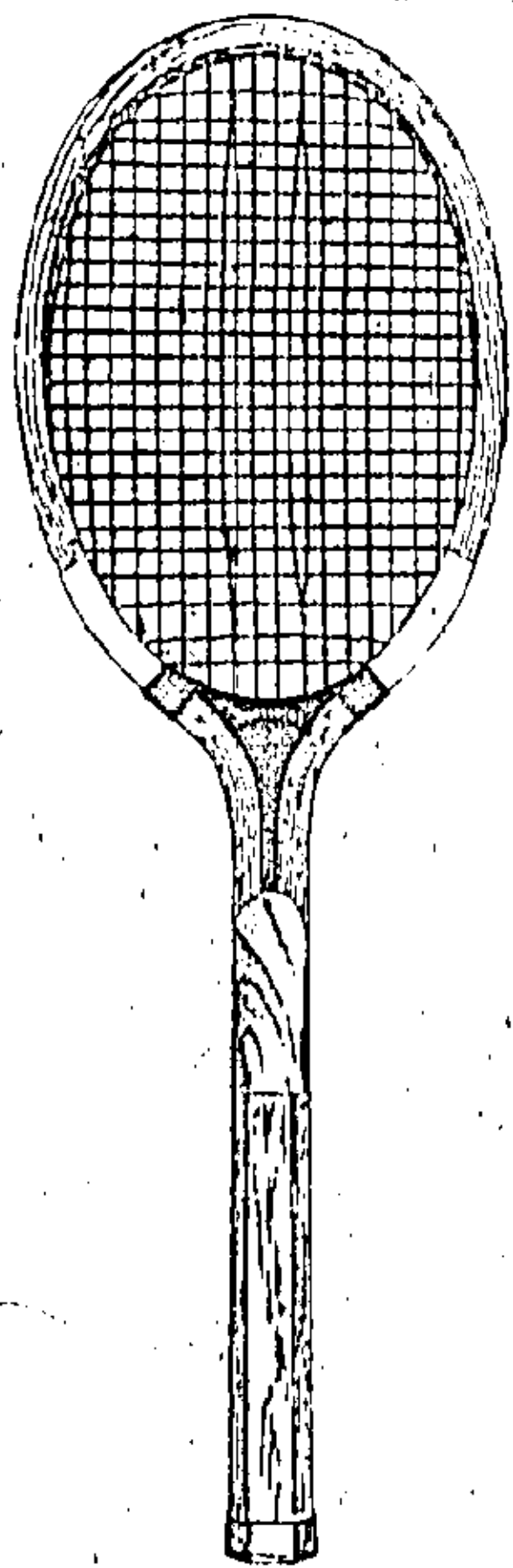
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DEATH.

FINDLAY SMITH.—On Mar. 7, at Madeira, Vivian Findlay Smith, formerly of Hongkong, age 38.

The Hongkong Telegraph.

SATURDAY, APRIL 16, 1927.

JAPAN'S POLICY.

Japan's attitude regarding the present China crisis is becoming more clearly defined, and it would seem that public opinion in Tokyo is coming into line with that which asserts that this is not the time in which to display a vacillating or weak policy. It is now no secret that the Note of the Powers to the Nationalists in connexion with the Nanking outrages would have been much firmer in tone had it not been for the lack of unanimity, and that Japan was prominent among those who advocated the milder and eventual phrasing. Japan's policy at the moment would seem to be to let past happenings go by with just a protest, but to take every possible care that nothing very inimical to her interests shall be allowed to occur in the future. We were informed yesterday that very elaborate precautions are being taken at Hankow to prevent the Japanese Concession from being taken back through mob pressure and that there is a stern determination to hold the Concession—by force if necessary. Heavy barricades have been erected around the Concession, the Japanese naval authorities are in charge, and the territory is strongly guarded by marines and volunteers. We were also informed yesterday that the Japanese army in Manchuria is being doubled—at least for the time being—and it is obvious, in this connexion, that Japan is keeping a wary eye on Russia and determined not to surrender any of her privileges in the rich hinterland outside Korea. "What we have, we hold" would appear to be Japan's main idea just now, and we cannot help thinking that it is, in the circumstances, an exceedingly sound idea, worthy of emulation by all the Powers. In the face of recent happenings any other policy would be fatal.

As is pointed out, Britain's experience at Hankow has been illuminating. Fired by a friendly motive and eager to demonstrate to China and the world that she had no thought of exercising any unfair dominance anywhere in China, Britain has given up her Concessions at Hankow and Kiang.

been paid back is of base kind. British business has been completely killed, it is dangerous for Britishers to walk in the streets of what was lately their Concession and there has been an intensification of the campaign of lies and calumny on the part of the Wuhan clique. There are many competent observers who argue that Britain's generous and magnanimous gesture was ill-timed and should never have been made to a party which has always failed to live up to the height of the language employed by its spokesmen, and the arguments of these observers have been strengthened by all that has happened since the Hankow Agreement was signed. We have been forced to evacuate the upper river, we have had to leave Changsha, the whole of our trade on the Yangtze has been paralysed and there are threats and warnings of further enmity. How then can Japan or any other Power, in the light of these things, entertain a thought for negotiation? There can only be determined resistance to what is nothing less than sheer force, even though Japan does fear the use of what the Nationalists term the "economic weapon" against her. It is clear that there can be no real improvement in the Yangtze situation until there has been instilled into the Chinese mind the realisation that the way of friendly negotiation is the only way acceptable.

The Religious Urge.

There were two news items in our issue of Thursday which indicated the inherent religious urge of human nature. At Manila, when a severe earthquake shock was felt, some of the inhabitants, apparently in fairly large numbers, rushed into the streets and commenced praying there, thinking the manifestation was connected with Holy Week. That really illustrated one aspect of religion—fear of the unseen powers that rule man's destiny. It forms the basis of a great deal of religion the world over. In India, on the banks of the Ganges, we had an instance of an entirely different side of worship—intense belief in some particular tenet, amounting to little short of fanaticism. Here, we are told, thousands of pilgrims to the annual Hindu ceremony of bathing in the sacred Ganges river, were involved in a mad rush to storm the barricades and be the first to enter the water, thereby hoping to attain extraordinary virtues. The result was a serious crush, in which a number of unfortunate people lost their lives and many others were injured. One recalls, in this connexion, the former practice of "suttee," whereby a widow was obliged to perish in the flames of her dead husband's funeral pyre. At the basis was the same urge that one can trace in the Ganges bathing ceremony—the attainment, or preservation, of purity, which lies at the root of Hinduism. The British authorities have stamped out "suttee," as being opposed to the principles of humanity. Yet now and again one hears of isolated instances of self immolation being practised by Hindu widows actuated by religious fervour. Modern thought is more charitable towards differing creeds than was the case of old. Whether Christians or otherwise, the sanctity of doctrinal belief remains to hold the mind in case of crisis. It is a refuge for the harassed, and balm for the troubled or distressed. That is an appropriate thought on which to dwell during Eastertide.

OBITUARY.

FAMOUS ENGLISH ARTIST.

London, April 15. The death is announced of the famous English artist, Mr. Henry Holiday. Henry Holiday, who was born in London nearly 88 years ago, was a young student at the Royal Academy in 1854 and was early impressed with the appeal of the pre-Raphaelite pictures. His acquaintances and friends included famous people like Millais, Rossetti, and Holman Hunt, and with Burne-Jones he struck up a life-long friendship, while with Albert Moore, Marcus Stone and Simeon Solomon he formed a sketch club while at the Royal Academy. His first picture at the Academy was of Dunstons Bay, painted in 1857. The Guildhall secured examples of his work. In 1859 he invented a new form of enamel on metal in relief, and has issued several notable publications on his art. As far back as 1871 he went out to India as a member of Sir Norman Lockyer's eclipse expedition.]

DAY BY DAY.

THERE ARE LOTS OF COMPLAINTS THAT ARE CATCHING, BUT EXPERIENCE IS NOT ONE OF THEM.

The E. J. steamer Janus left Kobe on Wednesday and is due here on Tuesday afternoon.

Mrs. P. P. J. Wodehouse, wife of Mr. P. P. J. Wodehouse, O.I.E., is among the passengers in the P. and O. a.s. Khiva due here on Saturday.

The engagement is announced between Lieut. Edward Dangerfield, R.N., and Elma Tryphosa, only child of Mr. and Mrs. Henry Birkett, of Hongkong, and 15, St. James's Court, S.W.1.

The King held a Levee on March 15 at St. James's Palace. Among those in attendance upon his Majesty was Admiral Sir Arthur Loyle, First and Principal Naval Aide-de-Camp.

A British pioneer in China who has recently been in the Home papers is Mr. James Stewart, still living at Stirling. He put up, sixty years ago, the first brick house on the mud flats which were then Tientsin.

A public motor car knocked down a Chinese coolie in Praya East on Thursday. The coolie was admitted to the Government Civil Hospital in a very serious condition and has since succumbed to his injuries.

Sir Charles Addis, Sir E. Denslow Ross and Mr. M. Uda, the last named representing the Bank of Taiwan, attended a memorial service for Dr. Walter Leaf, chairman of the Westminster Bank, Ltd., at Marylebone Parish Church on March 11.

The Services at St. John's Cathedral yesterday were very well attended. On Easter Sunday, tomorrow, Holy Communion will be celebrated at 7 a.m., 8 a.m. and 12 noon. Matins and sermon at 11 a.m. Evening Service at 6 p.m. There will be a special Flower Service for children at 3 p.m.

Among the presentations to the King at a recent Levee were:—Lieut.-Colonel Denzil Clarke, D.S.O., M.C., on appointment as his Majesty's Vice-Consul in China, by the Secretary of State for Foreign Affairs; Mr. John T. Pratt, C.M.G., on appointment as his Majesty's Consul-General in China, by the Secretary of State for Foreign Affairs.

CATHEDRAL MUSIC.

LAST NIGHT'S RECITAL.

In connexion with church services on Good Friday, the recital held at St. John's Cathedral last night was attended by a large congregation, when selections on the organ were given by Mr. Frederick Mason, A.R.C.O., L.T.C.L., who also had the assistance of Mrs. R. Sanger (soprano), Mrs. G. E. Aubrey (violinist) and Mr. A. P. Glanville (bass) with a quartette of members of the Cathedral choir.

After the organist had rendered the exquisite Largo from the symphony "From the New World" Mrs. Sanger sang Franck's "Ave Maria" and Handel's hymn "Come Unto Him." Mr. Glanville sang two items from Mendelssohn, and Mrs. Aubrey contributed two violin selections, these being "Larghetto" (from Handel's Sonata in D) and "Andante in F" by Gluck.

The feature of the second part of the programme was Tchaikowsky's "Marche Solennelle," in which the full range of the organ was brought out. In this contribution, Mr. Mason showed full command of the instrument.

During the interval, a collection was taken in aid of the Organ Fund.

FLYING ENDURANCE RECORD.

AIRMEN REMAIN ALOFT OVER 51 HOURS.

New York, April 14. Two civilians, Bert Acosta and Clarence Chamberlain, broke the world's flying endurance record in a Balena monoplane.

They took off at 9.30 on Tuesday, and aimed to remain in the air for fifty hours. They landed after flying 51 hours, 12 minutes.

These airmen intend shortly to cross the Atlantic in the same machine, which has a 400 horsepower Wright engine.

The record hitherto is 45 hours, 11 minutes and 59 seconds—*Reuter's American Service.*

Tokyo, April 15. The Chinese Minister to Japan is leaving for China to-night, apparently due to the non-receipt of his salary.—*Reuter.*

SHANGHAI FLAGS.

REMOVAL OF RED WANTED.

INTERESTING NEWS ITEMS.

(A Special Correspondent.)

Shanghai, Tuesday. The demand for the suppression of all Nationalist flags in the International Settlement and the French Concession is growing and an editorial on the subject by the *North China Daily News* this morning will most likely have the effect of strengthening the weight of opinion in favour of their removal.

The movement has already set in, however, and a tour of the Settlement and Concession streets yesterday showed that there are now fewer red flags with the white sun on the blue field than there were a few days ago. The news of the Nationalist retreat before the advance of the Northerners was no doubt responsible for the disappearance of some of the flags, and if the former make further progress it seems likely that we shall see even fewer red banners in the streets.

The *N. C. D. News* this morning says that after the outrages which have been perpetrated under the flag there is every ground for resenting the display of the new Boxerism. There is no precedent for allowing the use of the ensign of an avowedly anti-foreign and anti-Christian movement, an ensign disgraced by bestial outrages upon foreigners, as well as consistent persecution and humiliation of thousands of men, women and children.

"Does it not seem rather absurd to even the broadminded," the journal asks, "that with miles of barbed wire and thousands of armed men in defensive array against that enemy should be flaunted in our faces within the defended area."

The editorial concludes with the hope that within twenty-four hours Shanghai's *proteles* will prove that they have some sense of decency and propriety by removing their red flags and burning them.

Post Office Plans.

I have previously commented on the waywardness of the Shanghai postal workers and the ever present danger of another strike which would once again reduce the mail service to a chaotic condition. It is good news, therefore, to learn that all arrangements are now complete in the organization of an International Post Office which will take over the work of receiving and despatching mails in the event of another strike.

The second floor of the Chartered Bank building has been secured and there is now a complete equipment of sorting tables, pigeon holes and delivery counters. If another strike should occur it will be possible to deal with all foreign mails but at the beginning it will not be possible for the amateurs to cope with parcels. Japanese sorters will be employed and all Chinese letters will be put back in their sacks and returned to the tenders from which they were taken.

The consent of the Consular Body has been obtained and it is now certain that should the Post Office employees again show their disinclination to work the essential mails can be handled with comparatively little inconvenience.

Protest Over Argus Planes.

The daily flights of British aeroplanes from H.M.S. Argus and other vessels have resulted in a strong protest being made to the Shanghai Municipal Council and Consular authorities by the newly appointed Nationalist Foreign Minister, Mr. Kuo Tai-chi.

He declares that the flights are an infringement of China's sovereign rights and that the aeroplanes have flown over Chinese territory, in contravention of the International Code.

Search of Soviets Censures.

The police which have recently been searching all those who entered and left the Soviet Consulate-General on Wangpoo Road changed their tactics yesterday and merely took note of the names and addresses of all those who went in or out.

Up to the present no reply from the Consular Body concerning the attitude of the Municipal Council since the Soviet note of protest was turned over to it for comment has been received at the Soviet Consulate.

An Award for Bravery.

As a result of his bravery and devotion to duty on the night of March 21 in the vicinity of Darroch Road when an armoured car of the British Royal Tank Corps got into difficulties with Cantonese troops and Chapoi guerillas, resulting in the wounding of all members of the armoured car crew, the Second Class Police

LATEST NAVAL APPOINTMENTS.

NEW SENIOR OFFICER FOR THE YANGTZE.

London, April 15. The Admiralty announces the appointments of Rear-Admirals Bertram Thesiger and Hugh Tweedie, to be Commander-in-Chief of the East Indies Station and Senior Naval Officer of the Yangtze, respectively, in succession to Vice-Admiral Ellerton and Rear-Admiral Cameron.—*Reuter.*

[Rear-Admiral Bertram Thesiger, C.B., C.M.G., has been Admiral Superintendent of Portsmouth Dockyard since 1925. He is 52 years of age, and entered the Royal Navy in 1887. He was in the Jutland action, and was mentioned in despatches and given the C.B. for his services then. He was appointed A.D.C. to the King in 1922.]

Rear-Admiral Hugh J. Tweedie was lately in command of the Grand Fleet Destroyer Flotilla. He is 50 years of age, and has had an extensive service in the navy, including spells in the Mediterranean, at the Cape, the China coast, West Indies, North America, Mexico, and South American waters generally. During the late war he served off Belgium, Suez, Dardanelles, and in the Adriatic. He was made a C.B. in 1919, and appointed naval A.D.C. to the King in 1925. His decorations include the Japanese Order of the Rising Sun. He was promoted Rear-Admiral last year.]

CHINA SQUADRON.

TO BE RE-ORGANISED.

The Navy Estimates for 1927 note a decision to reorganise the China Squadron. This consists at present of five cruisers of various types, all dating from the war period. In the course of 1927 they are to be relieved by five ships of the new "Kent" class, each of 10,000 tons, 31½ knots speed, and an armament of eight 8-in. guns.

When this transfer has been effected we shall have in Chinese waters a cruiser squadron of unrivalled power and homogeneity, which in case of need could be promptly reinforced by the three formidable cruisers now on the East Indies station.—*China Express.*

PARLIAMENT ADJOURNS.

A FORTNIGHT'S RECESS.

London, April 14. The House of Commons has adjourned until April 26.—*Reuter.*

Lady Beaverbrook, who has arrived in Toronto from California with her daughter, denies the reports that she intends to seek election to the British House of Commons.

Medal has been conferred on P. C. Golder by the Municipal Council. Mr. Golder is attached to the North Szechuen Road Police Station. The presentation will probably be made at the next police parade. Mr. Golder also receives six months class promotion.

Japanese in Chapel.

Considerable excitement was caused in Chapel yesterday when about 500 Japanese sailors surrounded a block of houses near the Odeon Theatre and began a house search for arms and ammunition. The block extends into Chinese territory and it is stated that one side of it was guarded by Cantonese troops.

In addition, the Japanese searched everyone in the theatre where a meeting was being held. A good deal of inflammatory literature was seized but no arrests were made. Reports that shots were fired during the search are entirely without foundation.

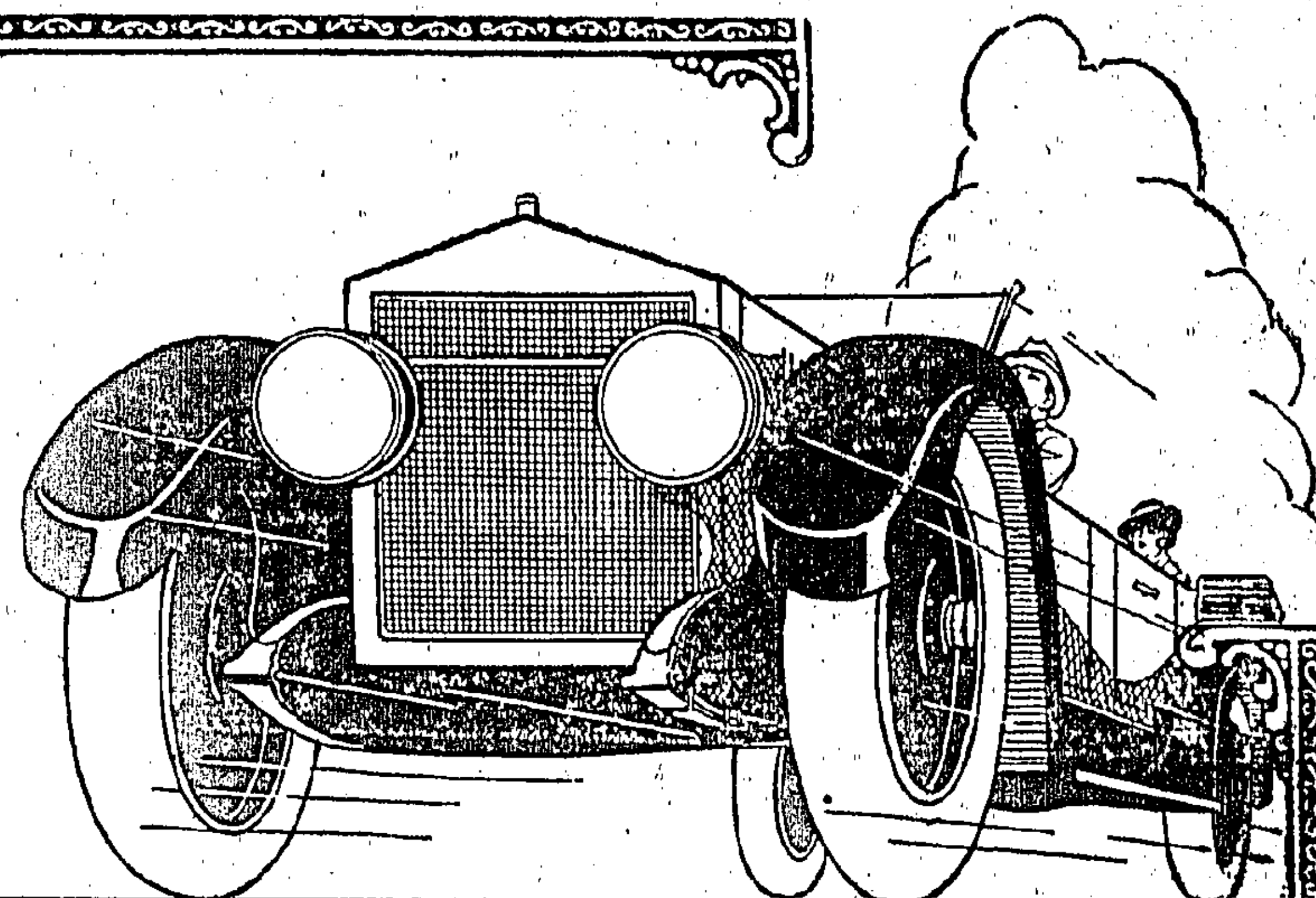
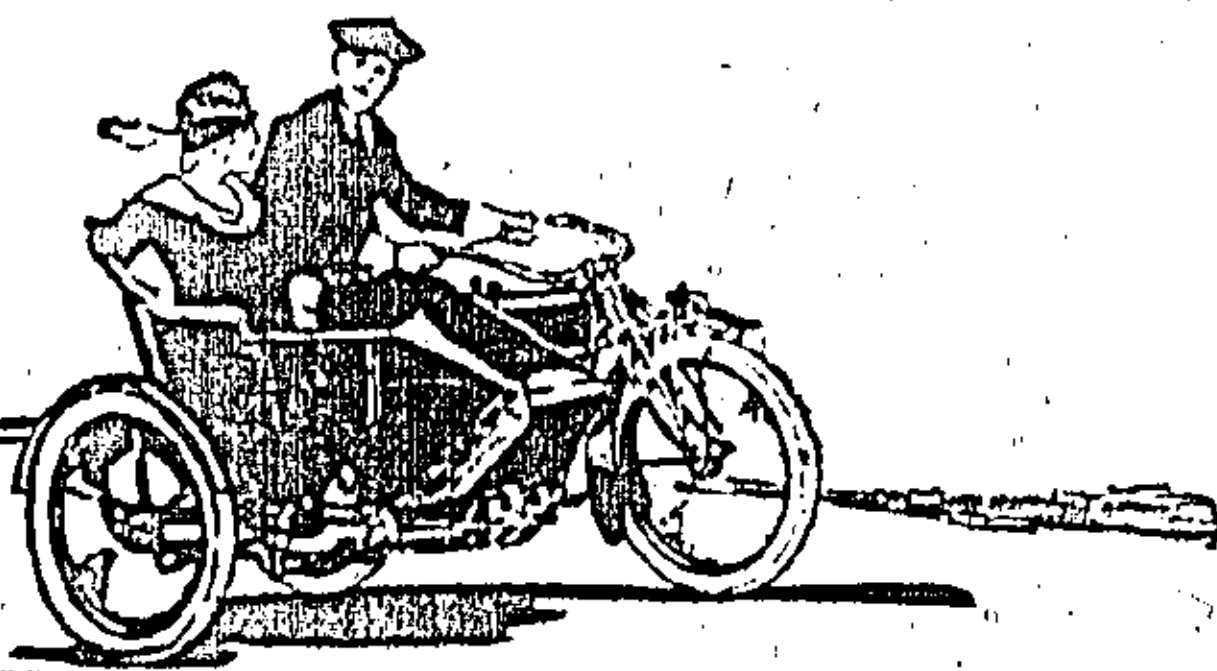
More Good Intentions.

An affirmation that he will maintain peace and good order is made in three proclamations issued by General Wu Chung-hsin the new Commissioner of Shanghai and Woosung Police. One proclamation states—

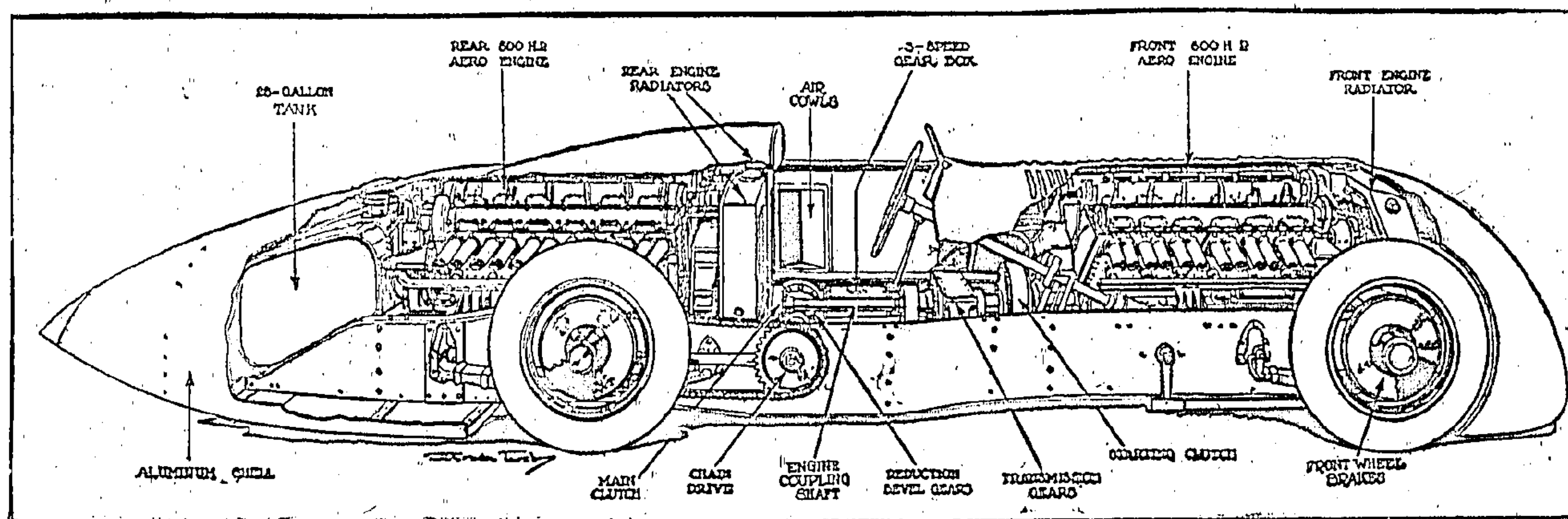
At this period when martial law is being enforced all meetings, strikes and processions must be suspended. Imagine my surprise to-day when I learned that ricksha coolies had declared a strike and had fought with each other at places adjoining the foreign Settlement. Such actions being likely to cause misunderstandings, immediate steps were taken by this Bureau to suppress them and nothing serious occurred.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.
SATURDAY, 16th APRIL, 1927.
Being The Official Organ of
THE HONGKONG AUTOMOBILE ASSOCIATION.



SKETCH SHOWING CONSTRUCTION OF WORLD'S FASTEST CAR.



(Exclusive to The Hongkong Telegraph).

Here is the first sketch made public showing the construction of the English "Mystery S" racer that has been designed to go 220 miles an hour. The car was taken to the United States where it obtained a speed of over 200 miles per hour along the Ormond-Daytona Beach in Florida, a wide stretch of hard-packed sand, 500 feet wide and about 7 miles long.

The racer is a 1,000-horsepower affair costing \$20,000 and built with two 12-cylinder engines joined by a shaft. It is the product of the famous Sunbeam Motor Co. of England.

Major H. O. D. Segrave, its driver, is an English racer who has won several speed medals and has broken many records.

The car is like a huge cigar

painted red. It is 22 feet long and 6 feet wide and weighs more than 7,000 pounds. The engines consume more than four gallons of gasoline a minute, or about a gallon a mile.

The tyres are of special design and have to be attached by some special arrangement to keep them on at high speeds. The centre of gravity had to be shifted when it

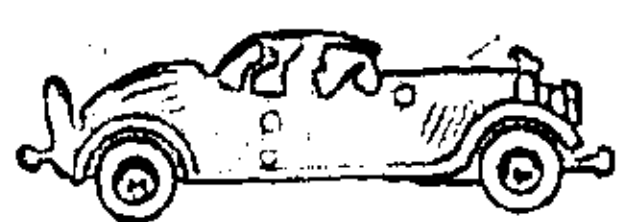
was found the tail tended to rise off the ground when the car went too fast.

Although the body is aluminum, the chassis is made of heavy steel girders to resist the tremendous strain of speed and wind.

Calculated to go 220 miles an hour, the Mystery S is said also to reach 75 miles an hour in low gear

and 140 miles an hour in second gear.

Everything must be perfect on this car, for there can be no allowance for errors, to make it safe for the driver. It takes about four-tenths of a second for the driver's hand to act on a message from the brain. In that time this car, going at the rate of 200 miles an hour, would travel 40 yards.



CURRENT COMMENT

On Speeding.

Travelling to Repulse Bay the other afternoon, a car shot past the writer of these notes at a speed which might have been pardonable had its arrival at a destination meant a matter of life or death. As it subsequently transpired, there appeared to be no particular cause for the hurry, for, upon reaching the junction where the new road joins the old, at the Repulse Bay end, the driver turned round, and began the journey back to the city at quite a normal speed. Possibly the driver desired to demonstrate his ability to the passenger, or, maybe he was merely "letting her out" for his own pleasure. Whatever may have been the reason, the road was not suitable for the excessive speed attained.

The Advantage.

The only advantage to be gained from speeding is the thrill there is in it. The man who maintains a steady pace at a safe speed reaches his objective only a minute or two later than the speed fiend, although he has lost the thrill of passing the "snails." He has gained in the knowledge that he is driving safely, and he has gained economically by conserving his gasoline and putting no undue strain on the car, for it is well known that mileage goes up under a steady speed and that a car lasts longer when no strenuous demands are made of it.

Good-will.

Furthermore, the steady driver has gained morally in maintaining the good-will of his fellow motorists and in not being sworn at. The greatest good goes to the motoring and walking public, for steady driving is safe driving whereby lives and property are not endangered. There would be little regret if a sudden spurt of speed in an unsuitable neighbourhood were disastrous to the driver responsible for it, but it is usually the innocent pedestrian or nearby motorist who gets the

ill effects. The speed demon is an economic waste to himself and the public.

Trade Visitors.

Another American trade representative visited the Colony last week in the person of Mr. A. C. Aubry, sales representative of the John N. Willys Export Corporation of Toledo, Ohio. Speaking to a Telegraph representative, Mr. Aubry stated that he had been sent to the East to investigate conditions, in order to gain first-hand information regarding the possibility of future trade. Mr. Aubry expressed the belief that the present upheaval will prove the turning point in China's history, and that the outcome will be that a saner policy will be adopted in China's relations with the rest of the world. The "Whippet" car is one of the most popular specialties of the organisation he represents.

Kowloon Buses.

Complaints have been received from Kowloon residents regarding the service during the rush hours, it being alleged that the number of vehicles available prove inadequate for the heavy traffic. It has been suggested that extra buses be put on the road during certain hours. The trouble might be overcome by adopting a special route during the busy hours. This route should commence from the Star Ferry, thence to the Orient Tobacco Factory, via Nathan Road, and vice versa. It would only be necessary to adopt this system for 6 hours out of the 24, and besides helping to solve the problem of coping with the heavy demand, should prove profitable to the Companies. Many people travel over to Kowloon every day for tiffin, and it is most annoying that they should be hindered on account of the inadequacy of the bus service. The Companies should give the matter their careful consideration, and endeavour to give the public satisfaction.

FOR BETTER CONTROL.

Traffic Signalling in New York.

Probably no city in the world has given more attention to the matter of traffic control by signal lights than New York. Tried out at first on a single avenue, the system has reached a point of development where the main arteries of traffic are lighted and co-ordinated. When traffic towers were first set up each was manned by a policeman; now all the towers on Fifth Avenue are under the control of one man. Indeed, towers are no longer necessary, all that is necessary being lights attached to poles, the lights themselves being controlled by a policeman stationed in a booth.

Motor Picnics.

With the approach of Hong-kong's Summer season, car-owners will be thinking of the happy picnics ahead, and probably making plans for bathing parties after a hot day at the office. Bathing facilities are, unfortunately, most inadequate in Hongkong, and although a Commission was called together in a formal manner, and the public asked to submit suggestions for the provision of suitable arrangements, nothing appears to have been done, and many residents are again bemoaning the fact that they will have to pass another Summer here without being able to enjoy Nature's compensation for the trying climate—the sea. It was while discussing this unsatisfactory state of affairs with a motorist that the suggestion was made that car-owners in Hong-kong who do not possess a maibed, should provide themselves with a portable tent arrangement which can be erected against the car. At Home, these have become most popular for camping parties and picnics, and the whole equipment can be packed into a very small space. With so many attractive little beaches in the Colony, the suggestion should be widely adopted, for it is quite obvious that unless specially favoured, residents must provide their own bathing facilities.

SUNBEAM AGAIN.

Le Mans 24-Hour Race.

Bugatti is reported to be thinking of entering for the 24-hours race at Le Mans on June 18th with one of his Grand Prix cars, fitted with a four-seater body. This car will be sold after the race with a guarantee of 190 k.p.h., that is, nearly 119 m.p.h. The Sunbeam-Talbot-Durragh concern is also thinking of entering for this race.

RULES AGAINST HORSE.

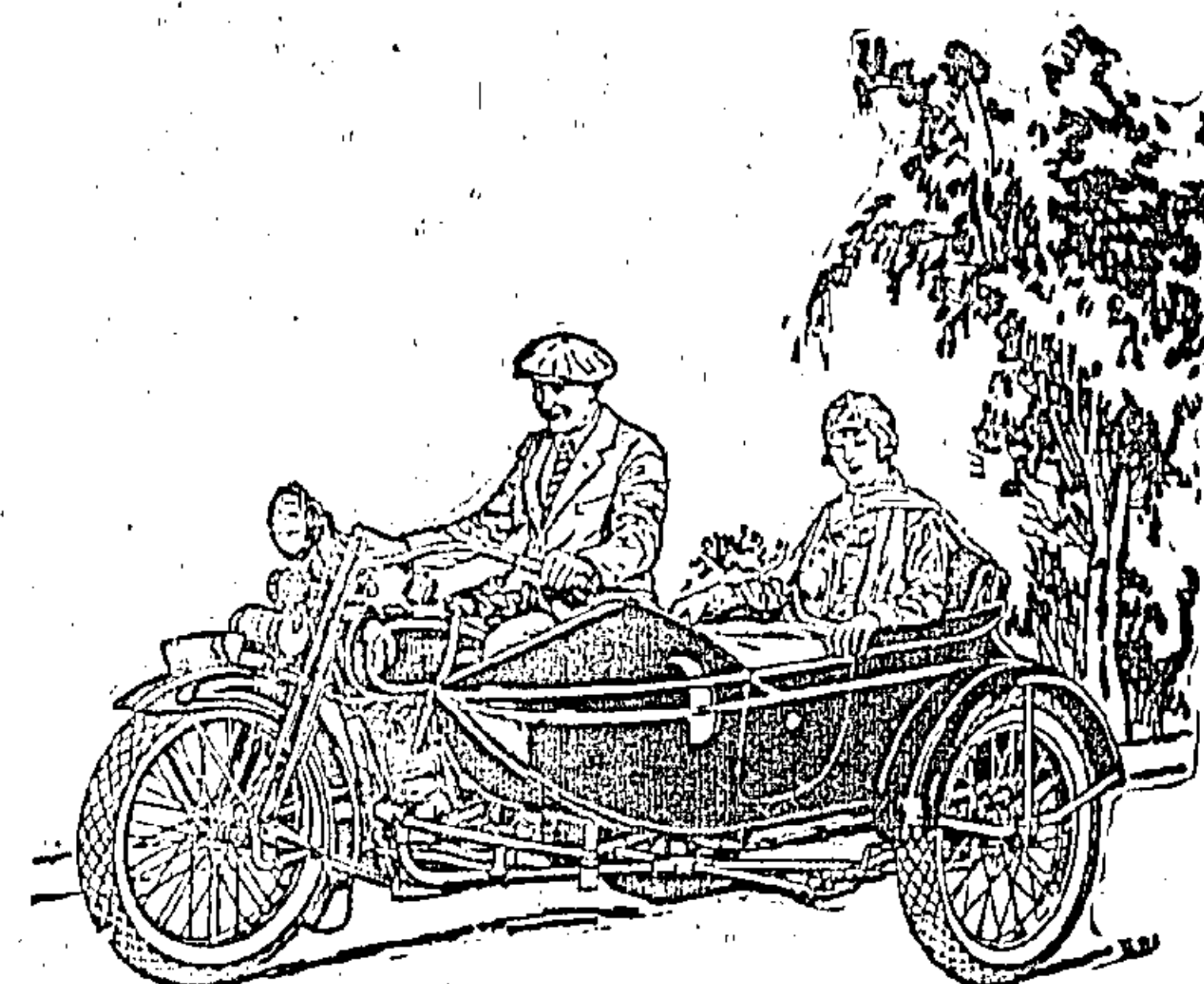
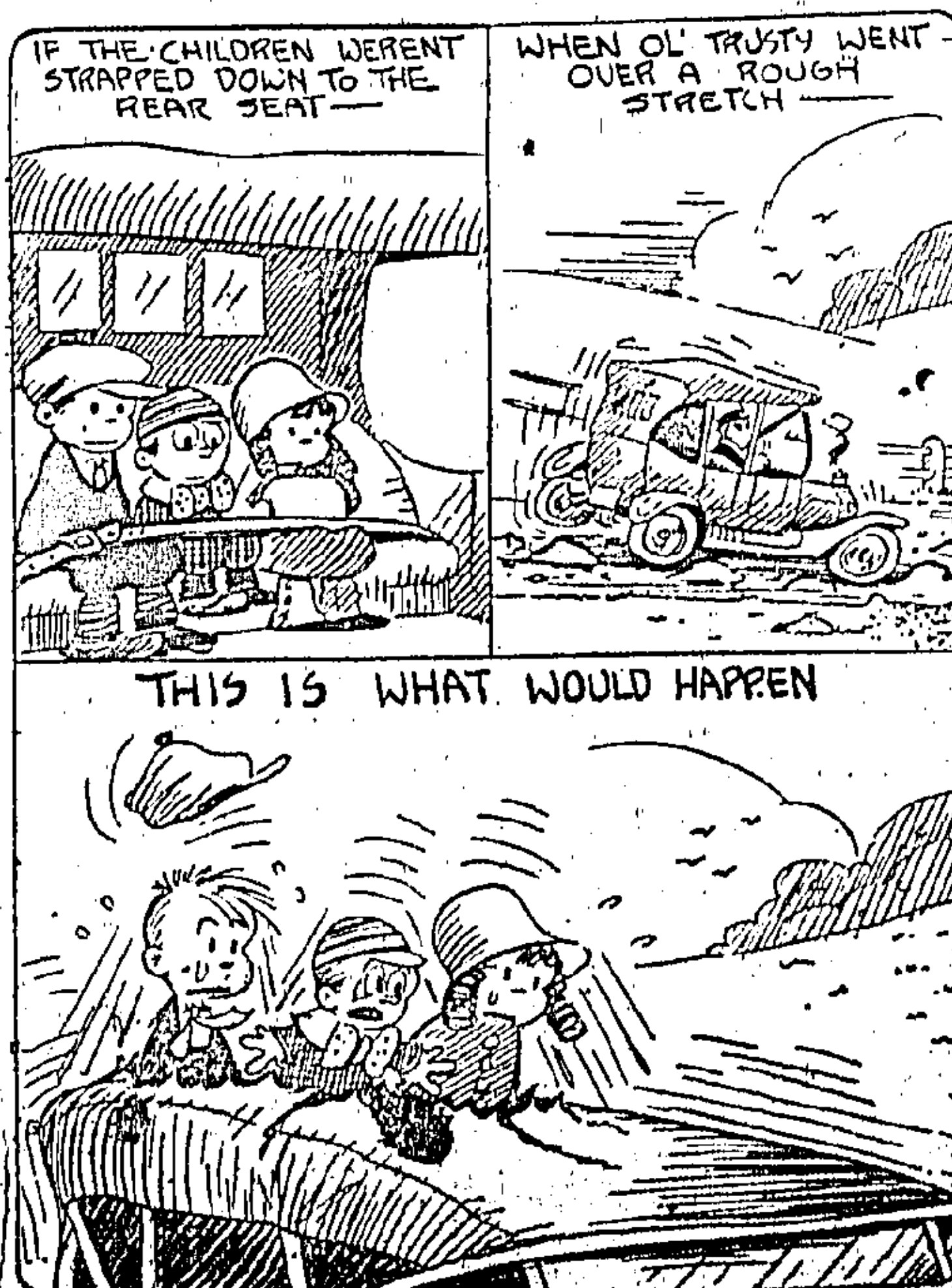
Miller McClintock, traffic expert for the Chicago Chamber of Commerce, recommends that the horse be banned from the streets of the metropolis as a means of speeding up traffic. "One team of horses makes 100 motor trucks slow down to the pace of the animals at a walk," says Mr. McClintock.

COMMEMORATION.

It is proposed to give the name Gordon Bennett to one of the Paris streets. This will be a fitting commemoration of the late James Gordon Bennett, who, in addition to many other activities, instituted the series of real international races named after him. Each country was permitted to enter three cars, every part of which, down to tyres and plugs, had to be made in the country of entry. The series was discontinued after 1905.

AN AMERICAN VIEW.

There are now about 675,000 private cars in Great Britain says the Boston News Bureau, but according to the statistics of wealth there should be nearly twice as many. The same journal also remarks that the whole industry is kept back in Britain by oppressive taxation.



CLASSIEST MOUNT ON THE ROAD. THE NEW "STREAM-LINE."

A New Shipment of Harley-Davidson single side-by-side valve, overhead valve and Big Twin Combinations, arrived by the s.s. "Empress of Canada."

PLACE YOUR ORDER EARLY.

Ask us for a free Demonstration Ride. Get the facts about our Pay-as-You-Ride plan.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)
Telephone K.1242.

REPAIRS UNDERTAKEN ON ALL MAKES OF MACHINES.



Mobiloil
Make that your guide

NOT TO SELL BUT TO HELP YOU TO BUY.

Usual advertising is written from the seller's point of view.

In business it is still largely meum—my superiority—my prices—my, my.

The pity is that people are saying: "Oh, it is only advertising. Why pay any attention to it? Advertising is forcing itself on us without manners or taste. It mars our landscape. It flashes and blinks at us at night. It howls and bawls at us all day."

Mobiloil advertising is written from the buyer's point of view—from your point of view.

Mobiloil advertising never tries to compel you to buy. It seeks to help you to buy. It is informative, not argumentative. It is co-operative, not combative.

Truth is our only principle. We were the first to explode the fallacy of non-carbon oils. Each Mobiloil advertisement is checked, double-checked, and triple checked by engineers.

Mobiloil advertising does not boast. It is written to inform the public of these two facts; that oil is not just oil; that price is no measure of value.

Mobiloil advertising says only that Mobiloil is the scientifically correct oil for your motorcar engine—that in the long run—you will find Mobiloil truly economical. We try only to render you a service—to help you to buy.

VACUUM OIL CO.

THE MOTOR UNION

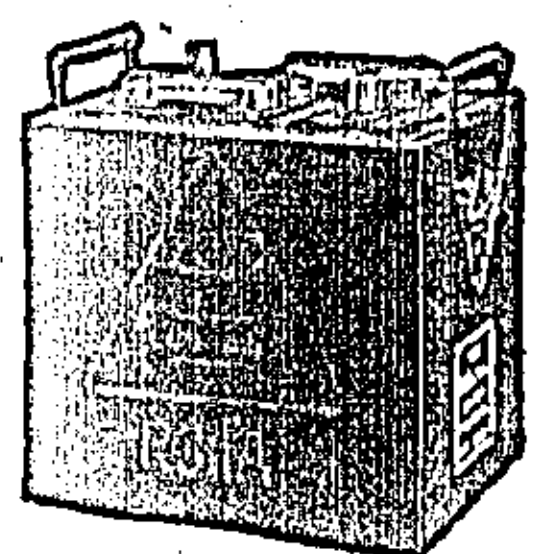
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ROADS AND CIVILIZATION.

A Historical Survey of Roads and Road Building.

The history of Civilization may well be called the history of roads, and highways. Communication has always been a most essential requirement of any established community, where people are numerous and their very numbers demand roads for the unity and coherence which are essential to their preservation.

In the earliest civilizations of which we have record, roads have played a vital part in the growth and preservation of nations. Natural highways in Asia and Europe have been utilized time and again in the great migrations which have changed and recharged the political maps of the two continents innumerable times. Many of them have been trodden by so many millions of feet that they have become well defined highways, dating back beyond the time known to man at present. The famous Khyber Pass in India, used by countless hordes which flowed into India's fertile plains from Northern Asia, is one of the oldest of these natural highways. But the earliest roads constructed by any nation, so far as is known at present, existed in Ancient Egypt.

Egypt first comes to our notice about 7,000 or 8,000 B. C. At the time it was a flourishing and powerful empire. About 469 B. C. the Greek historian Herodotus, travelling in Egypt, recorded a system of roads which then had existed for thousands of years. The River Nile has always been Egypt's main highway, but when Egypt held Nubia (now Abyssinia) and most of Asia Minor in vassalage, its roads radiated from the main cities of the Nile to all points of importance in its empire.

The glories of the ancient Persian Empire were maintained to a great extent by a well kept system of roads. The title of "King of Kings" was boasted by the Persian monarchs largely because of the mobility of their trade and military forces, both of which were aided by their trade routes and roads. Herodotus reported a well kept road 3,400 kilometres long, running between the former cities of Sardis and

Susa in Persia, which was constructed for safe and efficient transportation. About 500 B. C. Persia's famous ruler, Darius, constructed a post road linking several of the most important cities of the Empire, thus giving Persia a unity which accounted for a goodly portion of her later glory.

The land of Confucius at the height of its prosperity and unity was a country of peaceful trading. Practically all of China's largest cities were linked with roads, and rivers, over which a voluminous trade was carried on. So solidly constructed were some of the oldest roads of China, that many of them are still in use.

In Peru the remains of Inca Civilization show evidence of great road construction activity at a very early date. And recent investigations in India reveal old civilizations, the roads of which were both extensive and well developed.

It remains for the roads of the Roman Empire, however, to furnish the best examples of the value and importance of roads to any nation. It is a familiar saying from ancient times that "All roads lead to Rome," and it might have been added that they led there straight and true. Spain, Gaul, Britain, Illyricum, Thracia, Macedonia, Egypt, all of Rome's conquered territories in fact, as well as Italy, were covered with a network of roads. Constructed primarily for military purposes, Roman roads were built for the passage of troops between two points in the quickest possible time and were therefore built in straight lines. Straight as an arrow they stretched for many miles despite the contours of the country which they crossed. No curves or turns were tolerated that were not absolutely necessary. For solidity of construction the Roman roads have never been equalled; many of them still remain in good condition, after forming a foundation for a more modern road surface. At the end of the Roman Empire it is estimated that from 8,000 to 10,000 miles of road had been constructed by the Romans. *Indian and Eastern Motors.*

THE STRAIGHT-EIGHT.

Reasons for Adoption.

A paper on the above subject was given Mr. E. W. Sisman recently before the Manchester Centre of the Institution of Automobile Engineers. "The degree of perfection attainable," said Mr. Sisman, "in any passenger-car design is governed entirely by the market to which it is intended to appeal. The demand for the higher-priced vehicle, while naturally limited, may be divided into two distinct classes: the first is the higher-power chassis, designed chiefly to carry large closed bodies, while the second is the sports car. The essential qualifications of the former are silence, absolute smoothness—especially at low speeds, and while a very high maximum speed is not absolutely necessary the car must be capable of exceptionally good acceleration when fitted with heavy, closed coachwork. Such a specification calls for an engine of four to seven litres piston displacement, in which high mean torque and perfect balance are essential. The governing factors in the design of the sports chassis are its capacity for very rapid acceleration and a high maximum speed. The chassis will be relatively small, as the demand for anything other than open bodies will be limited. This specification calls for an engine of two to five litres piston displacement, in which high volumetric efficiency, coupled with perfect balance and a capacity of running for long periods at high speed, are of paramount importance.

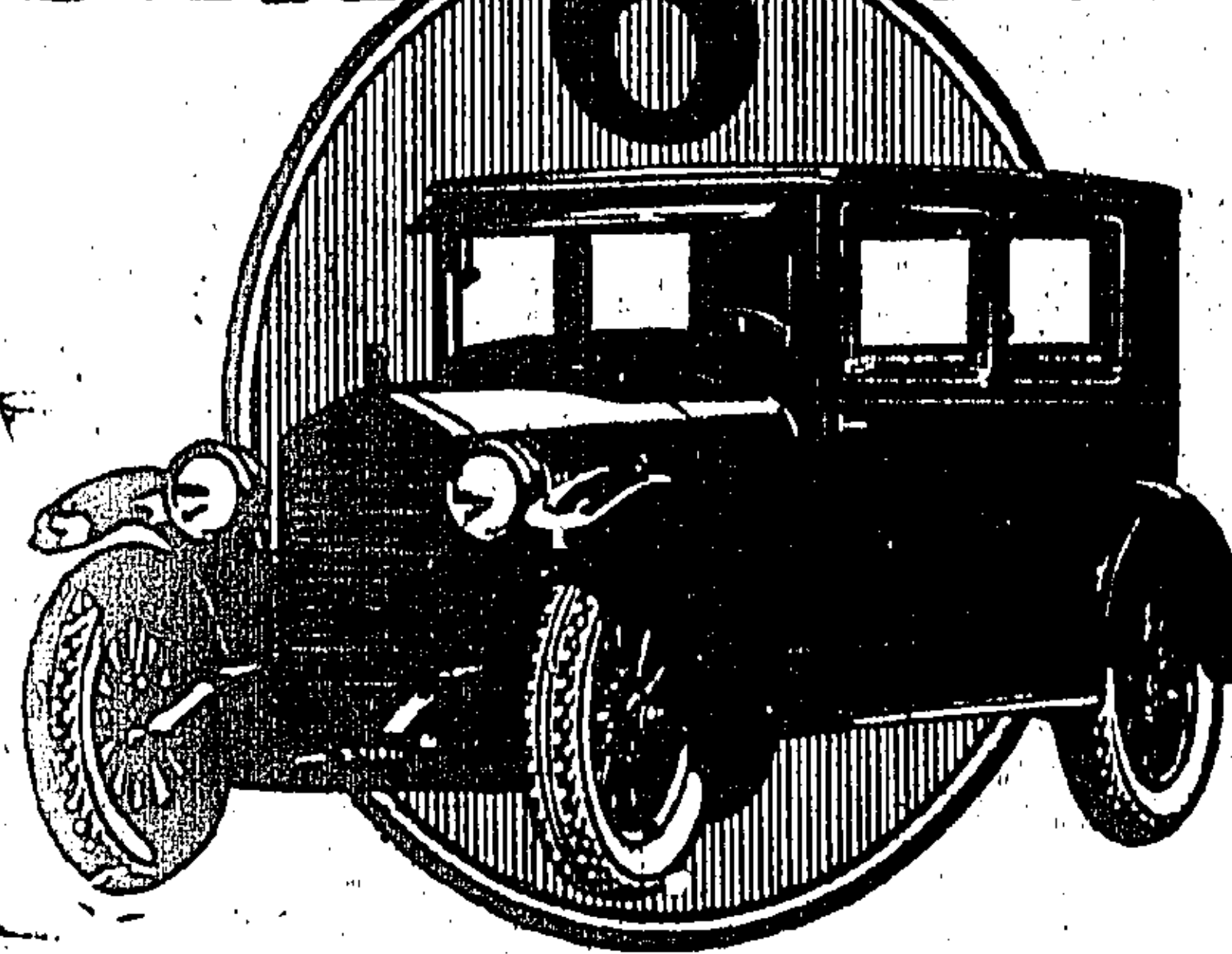
The latest development for these classes of car is the adoption of the straight-eight engine, which has already claimed a number of strong adherents among firms whose reputation is of the highest standing. There are now no fewer than thirty manufacturers producing straight-eight engines, and the tendency towards this type is on the increase both in Europe and America. The reasons that have led to the adoption of the

straight-eight can be briefly summarised under four heads:—(1) High ratio of mean to maximum torque; (2) the reciprocating parts are in both primary and secondary balance; (3) more efficient cooling than an engine with a lesser number of cylinders for a given piston displacement; (4) decreased stresses in the working parts for a given piston displacement and a given speed. A detailed examination of these claims shows that the straight-eight engine has marked advantages over all other cylinder arrangements for the two types of vehicle under consideration—that is, the large, high-power luxury car and the sports chassis. Both the luxury vehicle and the sports car are fitted with fairly large engines, judging by present-day standards, and it is for these larger-sized power units that the straight-eight is particularly suitable. The straight-eight applied to either type of chassis offers to the manufacturer an engine which, while approaching as near to mechanical perfection as present-day limitations will permit, is yet an economical manufacturing proposition."



Modern love is made much quicker, but doesn't seem to last as long.

ESSEX "6" COACH



The low prices which have made Hudson and Essex famous have largely been achieved through the simple process of using inventory materials quicker, and getting a greater output from plant machinery than is commonly done in industry. Mechanical conveyance of materials has been developed to an unusual degree. So quickly are materials consumed in the unusually efficient manufacturing processes of the Hudson Motor Car Company, that the public actually goes riding in Hudson and Essex cars before the commitments for most of the raw materials are due for payment.

ESSEX SUPER SIX MOTOR CARS.

Touring	5-seater	G\$1,160
Coach	5-seater	G\$1,200
Sedan	5-seater	G\$1,250

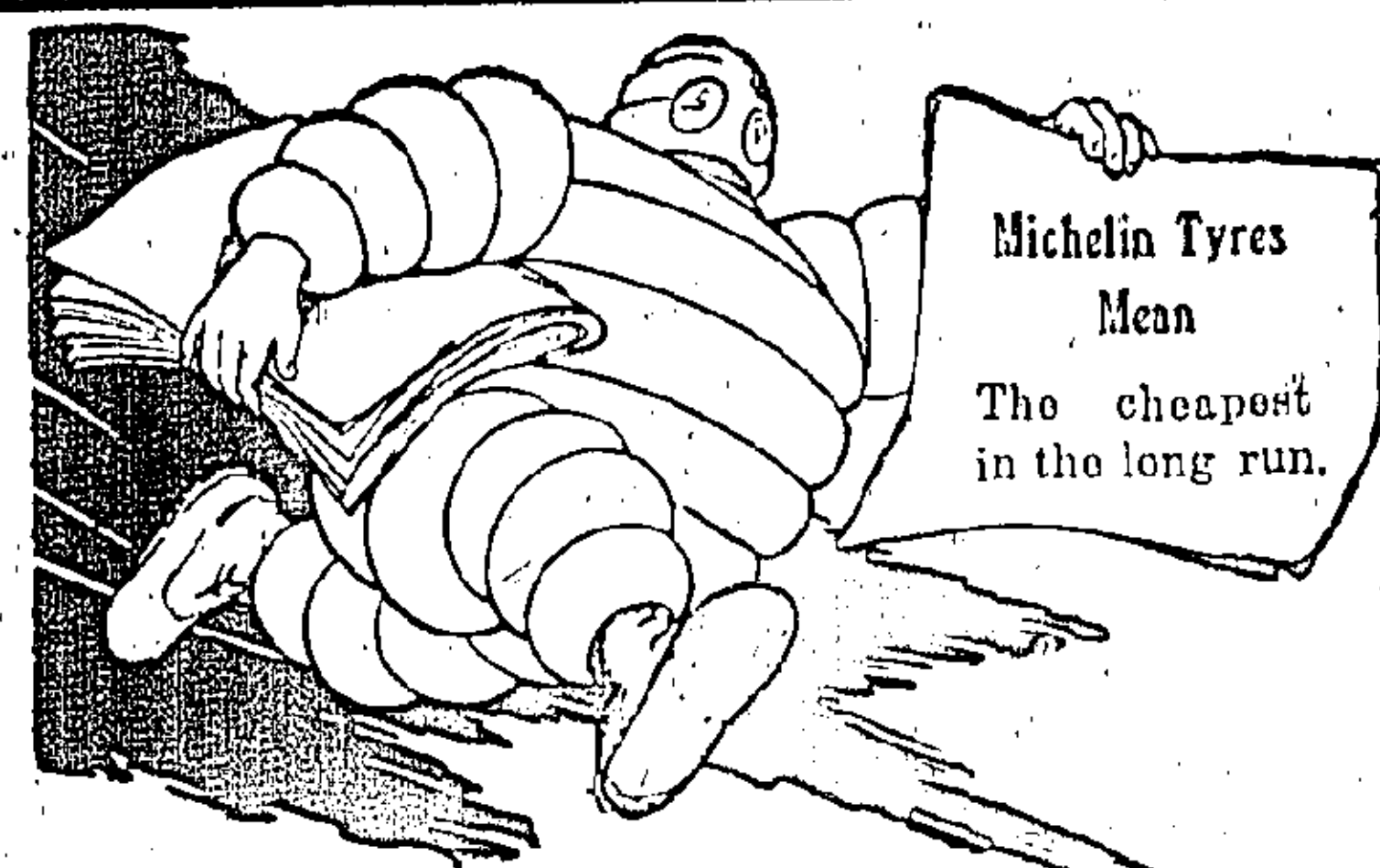
HUDSON SUPER SIX MOTOR CARS.

Touring	7-seater	G\$1,600
Coach	5-seater	G\$1,740
Sedan	5-seater	G\$1,840
Roadster	2-seater	G\$1,850
Brougham	5-seater	G\$2,035
De Luxe Sedan	5-seater	G\$2,215
De Luxe Sedan	7-seater	G\$2,330

The above prices are for delivery at your door in Hong-kong or Kowloon. All prices subject to change without notice.

THE DRAGON MOTOR CAR CO.,
LIMITED

33 WONG NEI CHUNG ROAD, HAPPY VALLEY



Michelin Tyres
Mean
The cheapest
in the long run.

Shipments arrive every week from France to ensure fresh goods only.

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PACKARD

PACKARD cars have always appealed to the fortunate classes—to those who know, and who love good things.

That Packard sales, in 1926, substantially exceeded in number those of any other car in the world of equal or higher price is, therefore, not surprising.

Clearly, Packard has retained first place in the affections of those best fitted to judge quality—diplomats, bankers, business leaders—connoisseurs able to appreciate surpassing merit.

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QUALITY BUILDERS FOR A QUARTER CENTURY

Among the honours given a King's premium at the Royal Agricultural Hall show were the King's horse, London Cry, and Ardavan, the present championship holder.

MILLIONS FOR ROADS.

An estimated total of \$75,000,000 will be spent during 1927 for California's city, county and

state highways, according to the engineering club of the Automobile Club of Southern California.

Katoomba Falls, Australia.
Packard quality is known wherever motor cars are driven.

AUSTRALIAN TRADE.

Sensational Development.

LOCAL PATRIOTISM.

The sensational development in the Australian Motor trade has attracted attention throughout the British Motor World. At the end of 1926, Mr. Cheney came to Victoria to take up the Chevrolet agency. He had an uphill battle, as the car was not popular locally, but that was six years ago and to-day, thanks to his organising ability and the very efficient service which his company, S. A. Cheney Motors (Pty.), Ltd., has developed, the Chevrolet leads all other cars and trucks in sales. On November 1st 1926, a notice appeared in the Victoria papers to the effect that General Motors, Ltd., intended in the future to assemble and distribute their own cars in the Australian market. The result of this might have been to knock the ground from under the feet of The Cheney Motors, Ltd., had they not taken dramatic counter-action. In the same issue appeared a long notice by Mr. Cheney pointing out that due to the work of his firm and the thousands of pounds that they had spent in establishing the business the goodwill created for the U.S.A. had been practically due to the efforts of Cheney Motors, Ltd. The U.S.A. corporation proposed to take all this profitable business from the hands of Cheney Motors, leaving them with but a small portion and with no manufacturing activities. It was further pointed out that a number of men from the States were on their way to do in Australia what had been previously done by Australians. The Cheney organization had, however, purchased two businesses in Victoria, those of the Morris and Austin Cars respectively, and they intend to transfer about two-thirds of their successful organization into development work for these two famous British cars. As far as the Morris is concerned the new arrangements practically came into force on October 1st and Morris sales and deliveries in Victoria for the month were quite double the business of any previous month in the history of that Company. The Cheney Company are importing in large quantities parts of Morris and Austin Cars for assembly in Australia, to be fitted with Australian bodies, all labour to be employed being Australian.

SPEED AND LIGHTS.

A Night Problem.

The relationship which exists between automobile head lighting and driving speed is being studied by electrical engineers in hopes of removing the greatest dangers of night motoring.

"An automobile travelling at the rate of 20 miles an hour when its headlights reveal an obstruction 100 feet ahead allows the driver 3.4 seconds in which to recognize the obstacle," according to a study made by engineers and reported in the General Electric Review.

"Assuming that one second is taken for recognition and decision, there remain 70 feet for braking and other action.

WHEN SPEED IS TRIPLED. "The same car and driver at 60 miles an hour have an entirely different problem. The single second taken for recognition and decision would bring the car within 12 feet or within one-seventh of a second of the obstruction.

"It is obvious that safety at this speed demands a recognition distance of far more than 100 feet. Assume it to be 200 feet and there remains 112 feet for braking.

Where 70 feet is ample for deceleration from 20 miles an hour, possibly 200 feet would be required for a full stop from 60 miles an hour.

LIGHT MUST BE TENFOLD. "The obstruction must therefore be first brought into view at 312 feet, with no margin of safety for momentary inattention or wrong decisions.

To produce equal visibility by means of an automobile headlight would require 10 times the intensity at 312 feet that easily served at 100 feet.

"Let us assume that the more intense beam has been produced as desired. Then the real difficulties appear, for this more intense beam must be more studiously planned and more precisely formed to illuminate the field of vision, and above all it must be more accurately controlled to prevent it from producing a glare for the approaching drivers."

PETROL SUBSTITUTE IN SWEDEN.

Sulphite alcohol mixed with petrol and sold under the trade name "Luttbentyl," is used in Sweden as a motor fuel.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
GASOLINE LEAKS.

Escape of gasoline from the fuel system is to be scrupulously avoided, on account of the fire danger which it creates. Dripings from the carburetor may be ignited by a backfire or by a spark from the electrical system and it does not require much gasoline on the floor of a small, tightly closed garage to impregnate its atmosphere sufficiently to lead to an explosion resulting from a lighted match, a hot carbon particle omitted from the muffler tail-pipe or an electric spark. Fortunately, raw gasoline has a strong odour and whenever it can be smelt when coming into a garage, which has housed a car for some time, it is almost certain that the fuel system of that car is leaking. Practically all gasoline leakage met with is from the carburetor or at the connections between it and the vacuum tank, but leaks at these pipe-unions seldom develop unless they recently have been disconnected. Overflowing of the carburetor is due to failure of its float-valve to close when and as it should and may be due to dirt between the needle-valve and its seat, lack of buoyancy of the float, disarrangement of the float-valve parts and in old carburetors to wear of the parts, preventing them from shutting off the gasoline supply at all or until the fuel level in the float-chamber becomes so high that gasoline continuously escapes from the spray nozzle. When the outside of a carburetor is found wet with gasoline, it is a pretty sure sign that it is leaking. Dirt lodged between the float valve and its seat can sometimes be flushed out by flooding the carburetor freely, which is accomplished by raising the valve off its seat by hand, either by means of the priming pin (if any) or by removing the float-chamber cover and lifting out the valve, when it can be cleaned. Unbought floats and worn or bent parts, responsible for leakage can usually be replaced more cheaply and satisfactorily than they can be repaired. Every car should have a shut-off valve between the carburetor and its fuel supply, to close in case of carburetor leakage, and if none is originally supplied one should be installed. Soap rubbed on the faces of leaky

unions will usually make them seat tightly.

GASES BLOW BY INTO CRANKCASE.

Question:—When running on second speed or pulling hard on high gear, the crankcase oil of my car gets very hot and oil smoke escapes through the breather pipe. My mechanic says this is caused by gases escaping from the cylinders. What is your opinion as to this. The pistons seem snug in the cylinders, so far as I can tell when the cylinder head is off. Spark-plugs do not get very dirty.

Answer: Your mechanic is doubtless right in thinking that there is considerable "blowing by" of gases past the pistons. Examining the pistons with the head removed would give you no indication as to how nearly gas tight they were. The best test for tightness of the pistons in their bores is by handcranking the engine. If there is a strong and well retained resistance to cranking as each cylinder is turned through its compression stroke, it indicates that there is little blowing down of gases into the crankcase to produce oil smoke, but if some or all the cylinders can be cranked through compression with very slight or only momentary resistance to cranking, it is evidence that the piston-rings do not fit tightly enough to hold the gases in the cylinders. Sometimes air can be heard escaping with a hissing sound, when an engine with leaky pistons is handcranked.

SECOND GEARS DEMESH.

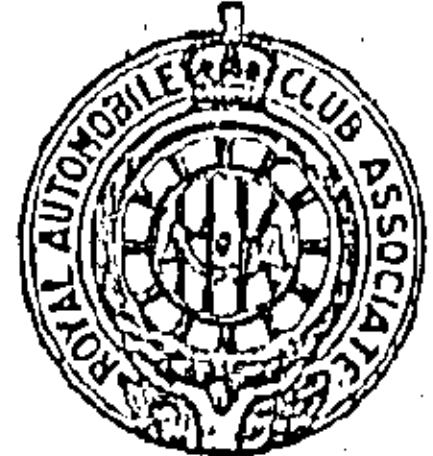
Question:—My car will not stay in second gear. On the advice of a garage man I had new gears put in, but the trouble still remains. Can you offer me any suggestions for remedying this trouble?

Answer: Unless the meshing faces of the teeth are very badly burred and rounded off, the gears themselves are not usually responsible for de-meshing. Check up the following: That the second speed sliding gears mesh by the full width of their faces, when the lever is exactly in its second gear position. If they do not, the high and second gear shifting fork may have been bent.—That the locking plunger enters the slot in the sliding bar positively and with the necessary force, when the gearshift lever is in second speed position. The spring of this plunger may be weak. Inspect the countershaft for end-play, for if this is excessive, the gears may be jarred out of engagement and also inspect the main shaft to see whether its forward end is so loose in the pilot bearing that it can cause uncertain mesh of the second gears.

BRITISH CARS IN AUSTRALIA.

A new company has been formed in Melbourne with a working capital of £500,000 to handle British cars in Australia. It anticipates selling 5,000 Morris and Austin cars during the next 12 months.

JOIN



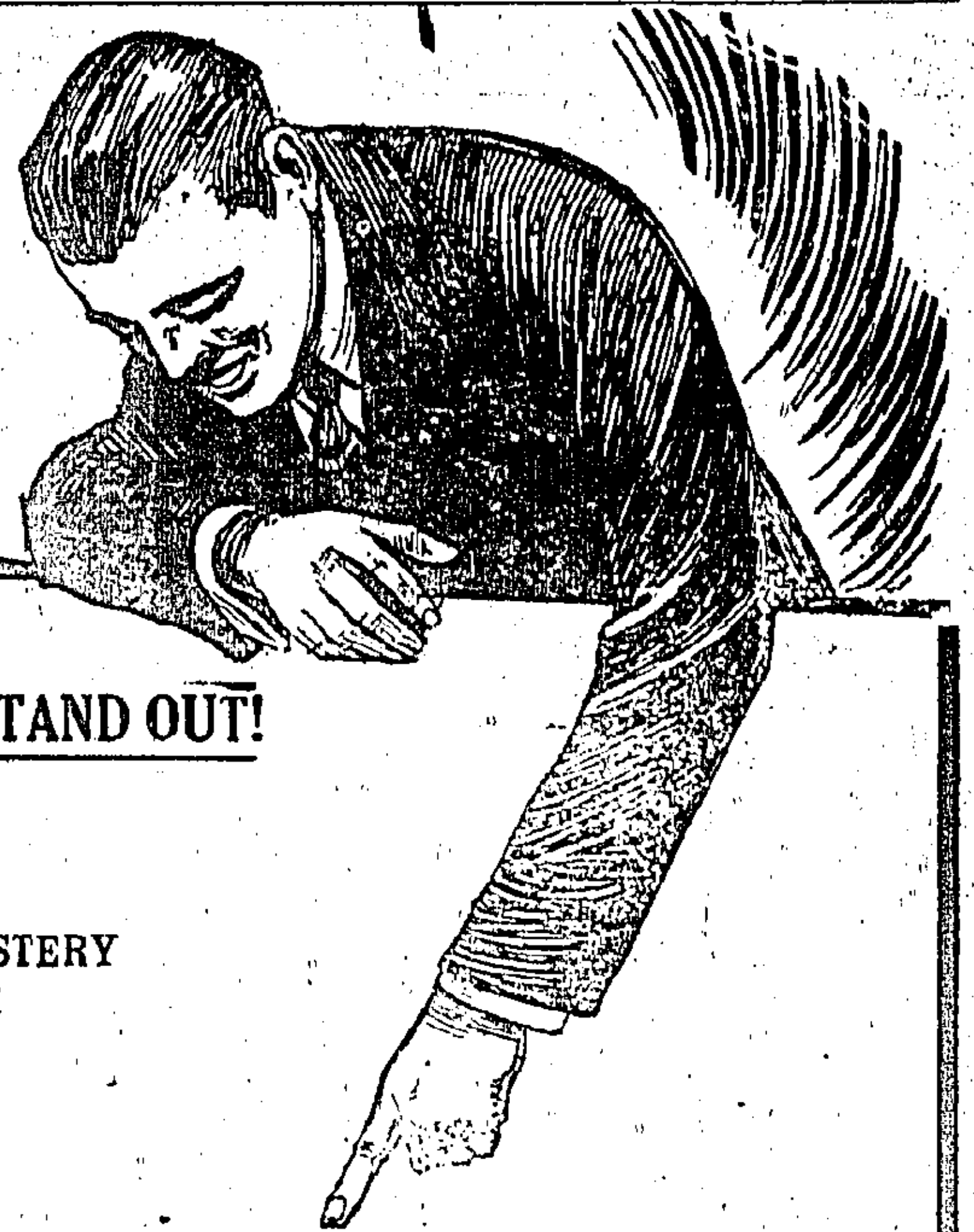
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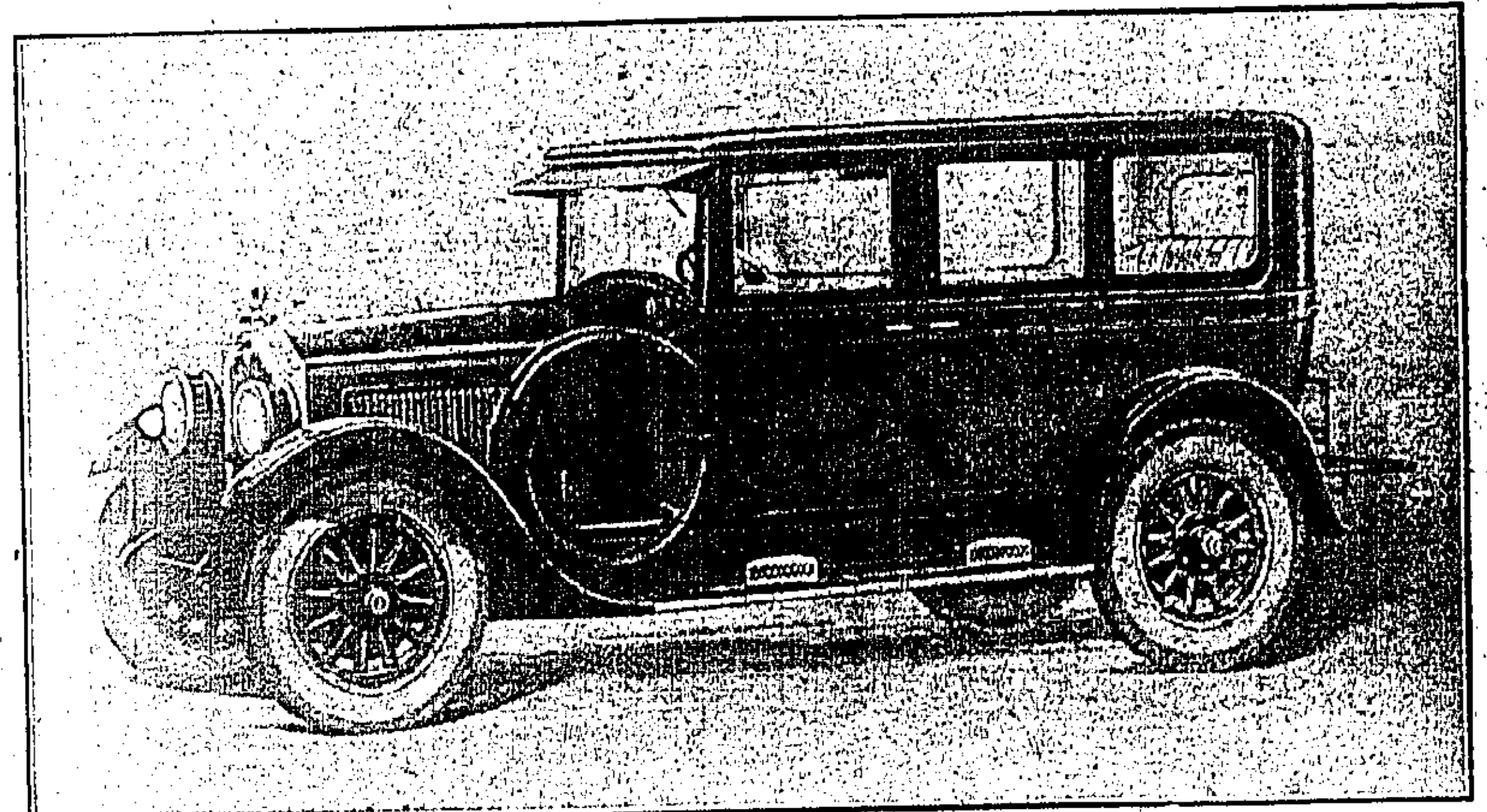
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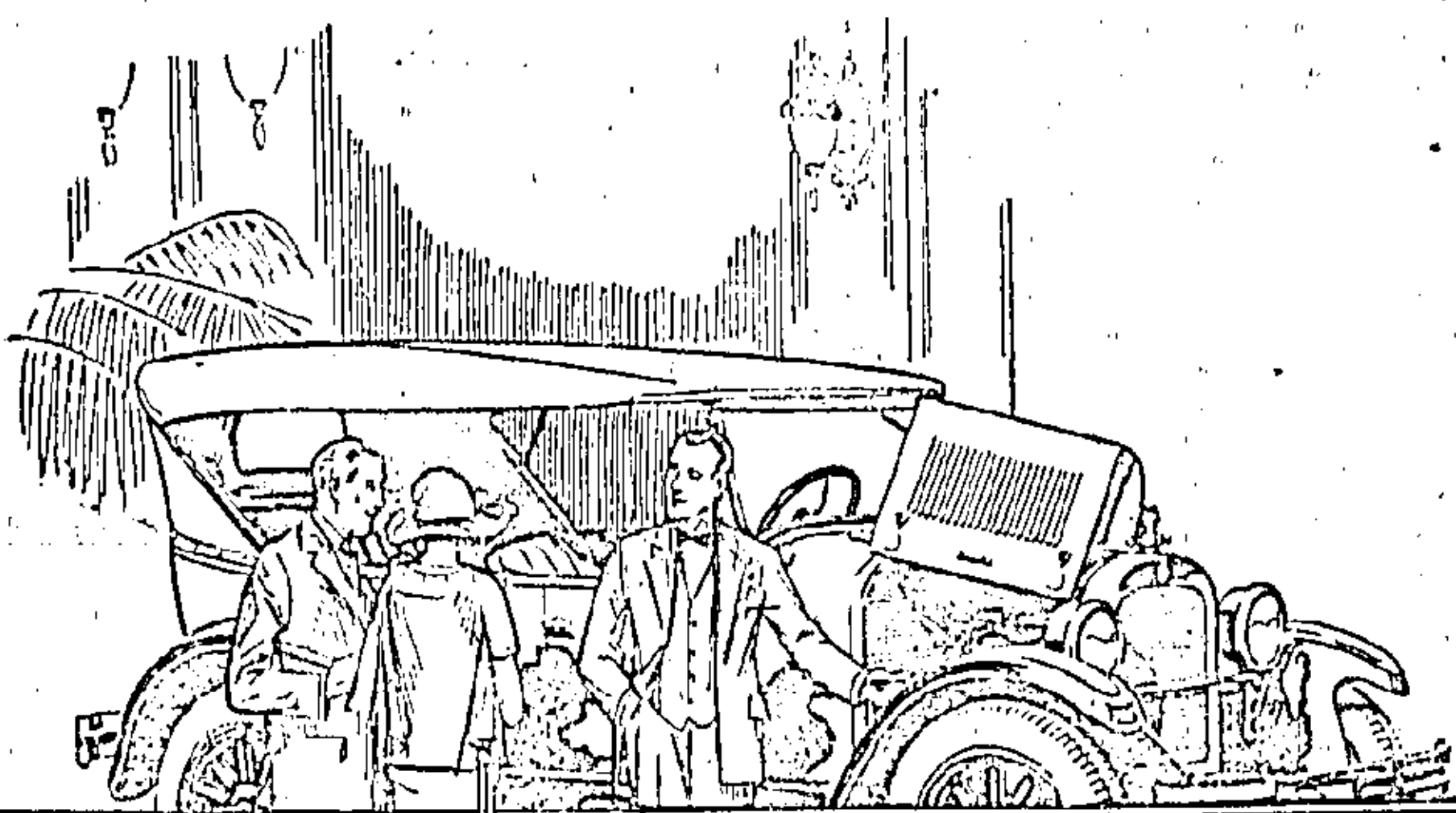
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Following their traditional policy of constant improvement with no yearly models, Dodge Brothers Inc. during the past year have again vastly bettered their motor car. Never in a similar period have so many fundamental and popular improvements been made.

As a result, sales for 1926 were more than 30% above 1925.

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CHICAGO'S TRAFFIC.

New Rules Proposed.

Chicago, March 10th.—Radical changes in the administration of Chicago's metropolitan area traffic have been recommended in a report of the Metropolitan Street Traffic Survey by the street traffic committee of the Chicago Association of Commerce.

Miller McClintock, traffic authority who directed the survey, has recommended extensive prohibition of vehicular parking, restriction of the pedestrians' freedom in the use of streets and correlation of the existing 18 traffic jurisdictions within the city.

An ordinance has been proposed that would require pedestrians, when crossing the streets, even at cross walks, to yield the right-of-way to vehicles. The ordinance provides that "the pedestrian shall indicate his intention to cross by a timely and continuous warning by holding up his hand palm outward toward approaching traffic."

The outstanding parking and stopping restriction prohibits the parking of vehicles in the central district between 7 a. m. and 6.30 p. m. upon any day except Sundays and certain holidays. This does not apply to licensed taxicabs in authorized stands.

The question of vehicles passing down the street car tracks within safety zones is handled by making it "unlawful for the operator of any vehicle to drive to the left of any safety zone when by doing so such operator would unnecessarily delay the stopping of a street car for the purpose of receiving or discharging passengers at said safety zone."

The Ford Motor Co. of Canada Ltd., operates the largest automobile factory in the British Empire.

ROOM FOR MORE AUTOS.

Mr. John W. Prontiss, New York banker, says that there is no such thing as an automobile saturation point. He believes there is no limitation in the automobile field.

ROAD SERVICE STATIONS.

The California State Automobile Association has 430 official stations throughout the state for "extending" free emergency road service to its members, regardless of distance from the nearest station.

PREDICT CHEAPER ROADS.

Mass production may reduce expenditures in the construction of roads, predicts A. J. Brosseau, director of the National Automobile Chamber of Commerce.

NAME AUTO NEEDS.

English motorists, naming desired auto improvements in a plebiscite of *The Motor*, London, showed a preference for "much easier lubrication, easy starting, less frequent gear changing, reduced gasoline consumption, and trouble-free brakes."

ILLINOIS PAVES ROADS.

Illinois now has 5966 miles of completed hard roads in the state highway system. In addition, there are 1947 miles of graded roads that will be paved by next year.

LOOK TO THE LEFT.

Helping Walkers in One-Way Streets.

To make West End streets safer for walkers the Westminster City Council, which is responsible for 100 miles of streets, is to increase its white line and "Please Cross Here" safeguards.

The habit of looking to the right before stopping off the pavement has become ingrained in Londoners as a result of the keep-to-the-left traffic rule. Now, with the growth of the one-way traffic system, it is sometimes necessary to look all the time either to the right or left, according to which way you cross a one-way traffic street.

"Look Left."

Where one-way streets join main streets, such as the junction of Duncannon-street and Trafalgar-square, notices will be written on the roadway bearing the warnings "Look Left," "Look Right." Similar notices are to be placed at the north end of Haymarket, at the south end of Lower Regent-street, and at the junctions of Albemarle-street and Dover-street with Piccadilly.

The "Cross Here" notices in Parliament-street have served a useful purpose, and similar notices are not only to be erected at other places but also illuminated at night.

White lines are to be drawn behind nearly all the road refuges in Westminster, and traffic will be required to halt on these lines, thus affording a free passage for pedestrians.

Wider Turnings.

At Piccadilly circus, when the new Underground station is completed, there will be no fewer than seven subway entrances. A new traffic scheme will be inaugurated which may do away with the necessity of using the Haymarket and Lower Regent-street as one-way streets.

Vauxhall Bridge-road, at its junction with Victoria-street, is to be widened and a subway for pedestrians provided.

At Marble Arch new refuges are to be provided and the island east of Marble Arch is to be shaved, giving a wider opening into Park-lane.

At Hyde Park Corner the Artillery Memorial island site is to be shaved, giving more room for traffic.

STANDARDISED EXCUSES.

Magistrate's Humour.

A great service has been rendered to the unimaginative by a Sacramento magistrate, Mr. Frank L. Gafney, who, after wearily listening for many a long year to the explanations of Californians summoned for exceeding the speed limit, has issued to the press a list of the Twelve Standard Excuses for Motorists Who Feel That They Had Better Say Something.

1. I have no speedometer on my car.
2. I stayed at the office longer than I had expected, and I was hurrying home to dinner.
3. I was hurrying to the dentist (doctor, oculist, chiropractor, osteopath, chiropodist, clairvoyant, etc.)
4. I was late for church (work, luncheon, engagement, choir practice, business conference, tidleywinks tournament, etc.)
5. I saw the motor-cycle policeman coming and was waiting when he reached me, so how could I have been speeding?
6. My girl was necking with another fellow in the back seat of his car, and it made me mad.
7. I had a wife (baby, husband, mother, father, brother, sister, etc.) ill at home.
8. I was following another car—why wasn't that driver arrested?
9. I had just changed from a four to a six and didn't realise how much "pick-up" it had.
10. I was trying to reach the dairy before it closed to get a bottle of milk for the baby.
11. I was trying to catch a train.
12. This policeman has a grudge against me.

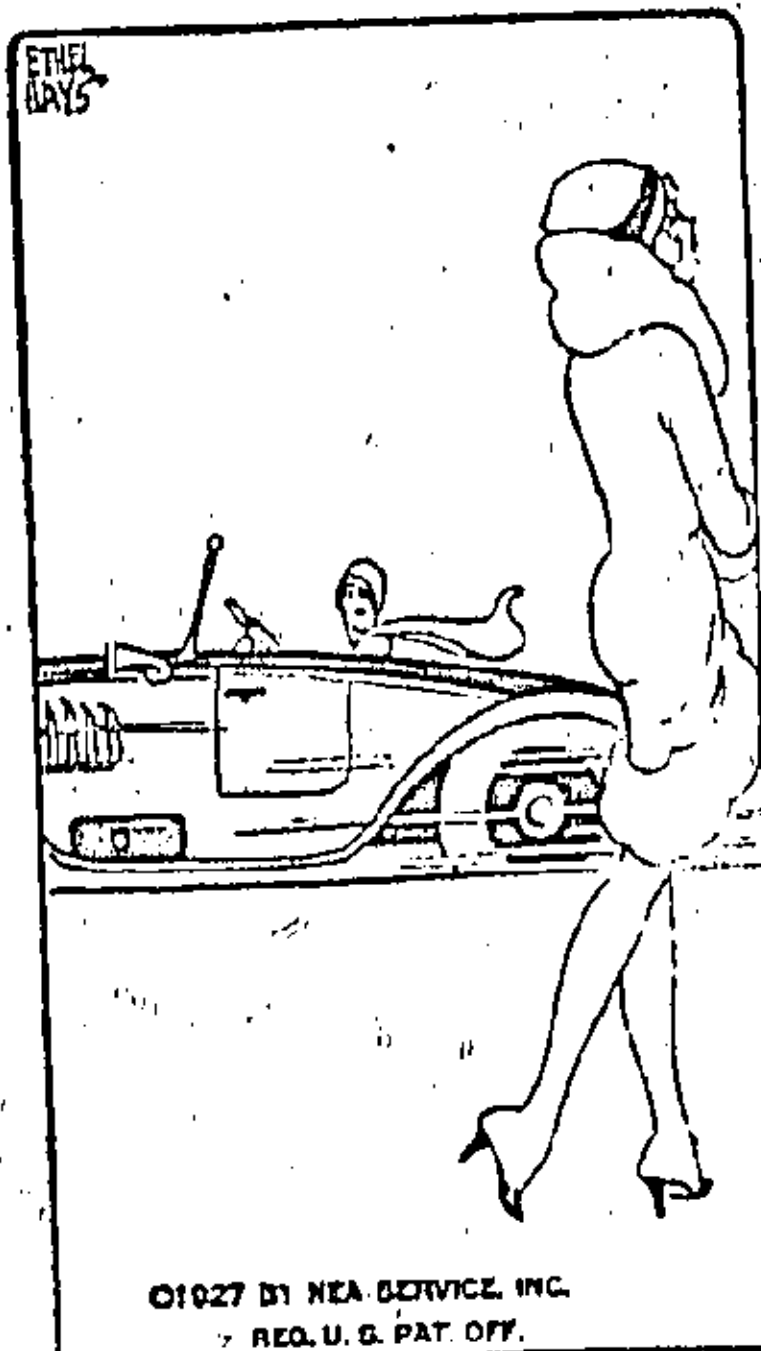
It would add to variety of life in our courts of first instance if several of these excuses could be pleaded at once, in the manner of alternative defences to a libel action. Numbers 2, 6, and 10, for instance, would make a pleasant combination.

LEFT TYRE WEAR MOST.

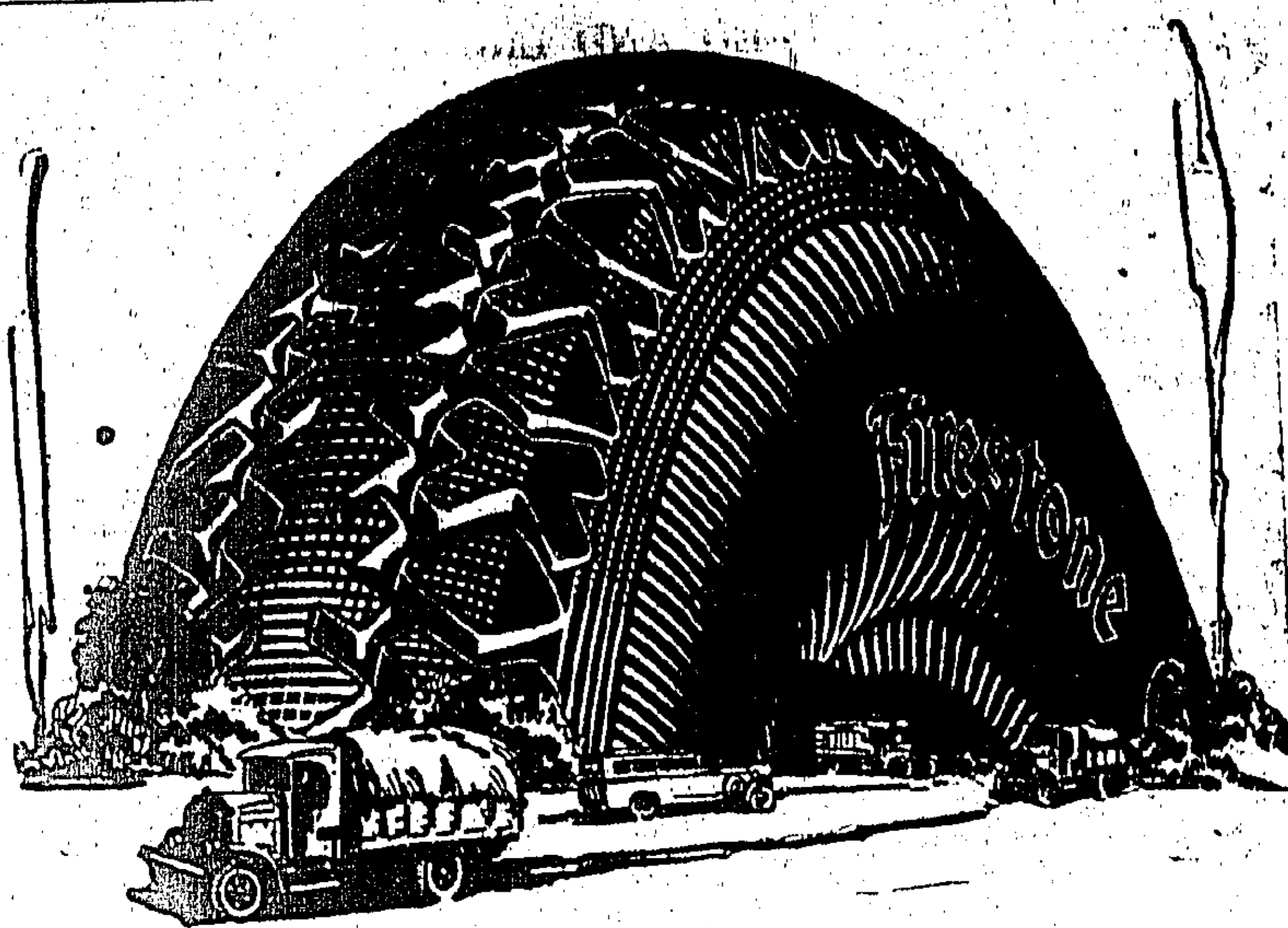
Tyres on the left wheels of a car wear faster than those of the right because the car is driven on the left-hand side of the road. The left wheels support most of the car's weight and come in contact with ruts, debris and the camber of the highway.

BUSES PAY HIGH TAX.

Motor buses in Oregon are paying nearly 10 per cent. of their gross revenue in taxes, according to reports filed with the state public service commission.



Curves that endanger motorists are not always in the road.



Powerfully Built for Heavy Cargoes

Powerfully built and reinforced at all points of strain, Firestone Heavy Duty Gum Dipped Pneumatics insure longer mileage and fast dependable schedules for lorries and buses. Gum-Dipping, the Firestone extra process, builds maximum cushioning and tensile strength into the tyre by insulating every strand of every cord with rubber. This minimizes internal friction and heat—assuring longer life for the tyre and greater economy for the buyer.

Made within the Empire, this heavy duty Firestone is a tyre of utmost care in construction.



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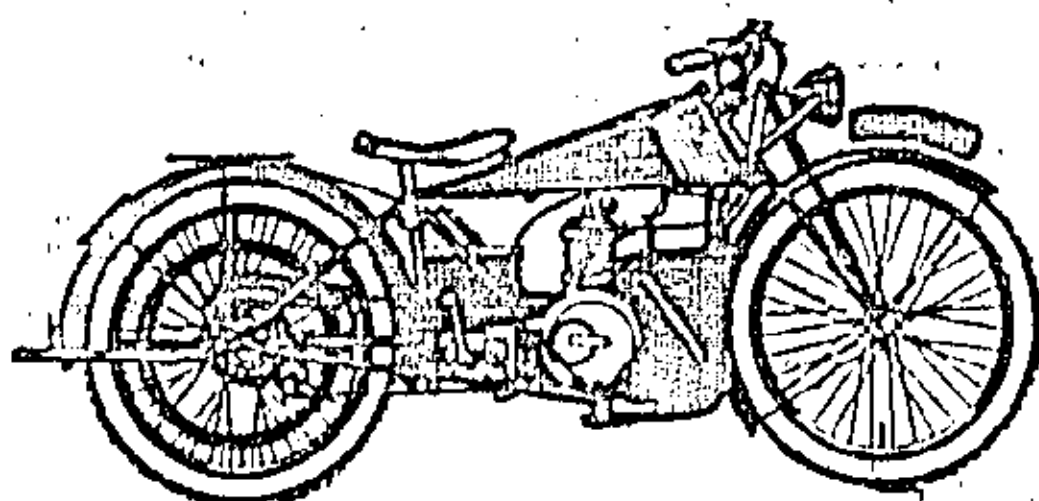
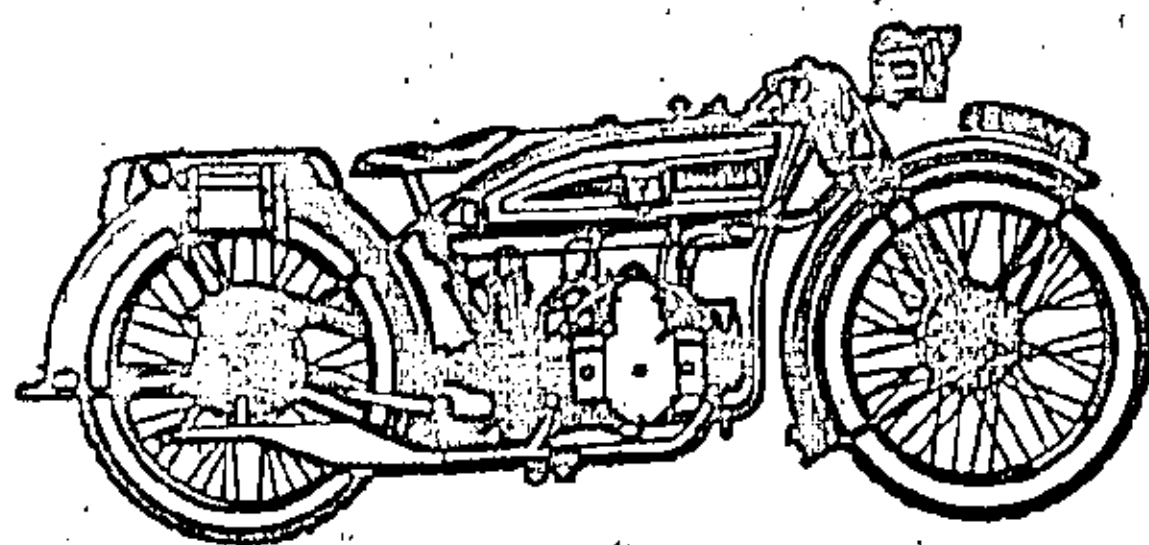
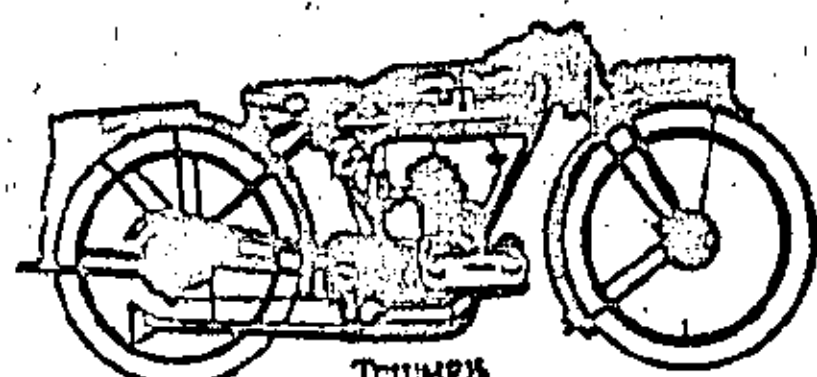
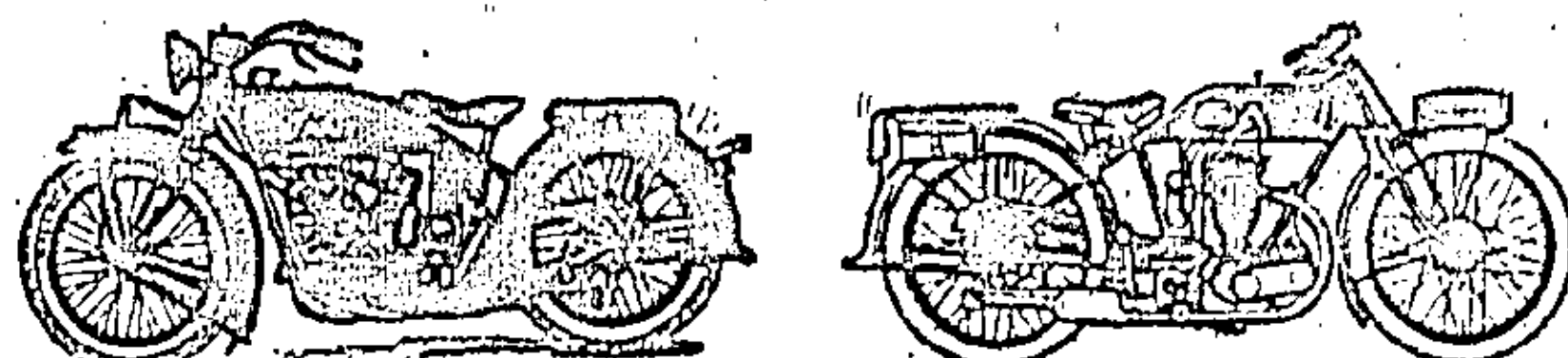
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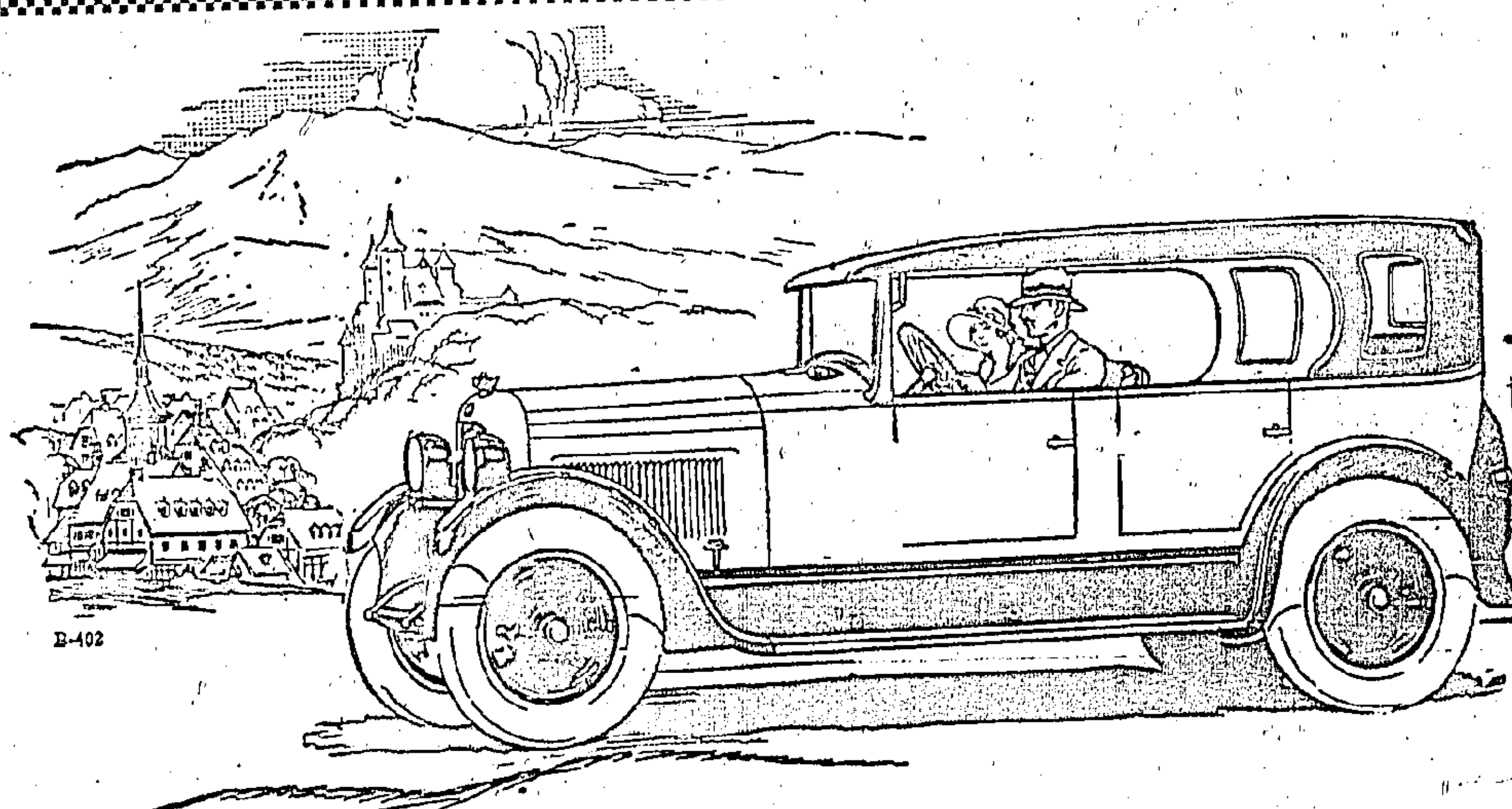
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The Standard Six Duplex-Phaeton is mounted on the rugged Studebaker chassis, and cradled on an extra long spring base, thus ensuring comfort and smoothest riding. Under the bonnet is the quiet Studebaker L-head motor, known everywhere for its great, responsive power and its remarkable 100,000-mile performance.

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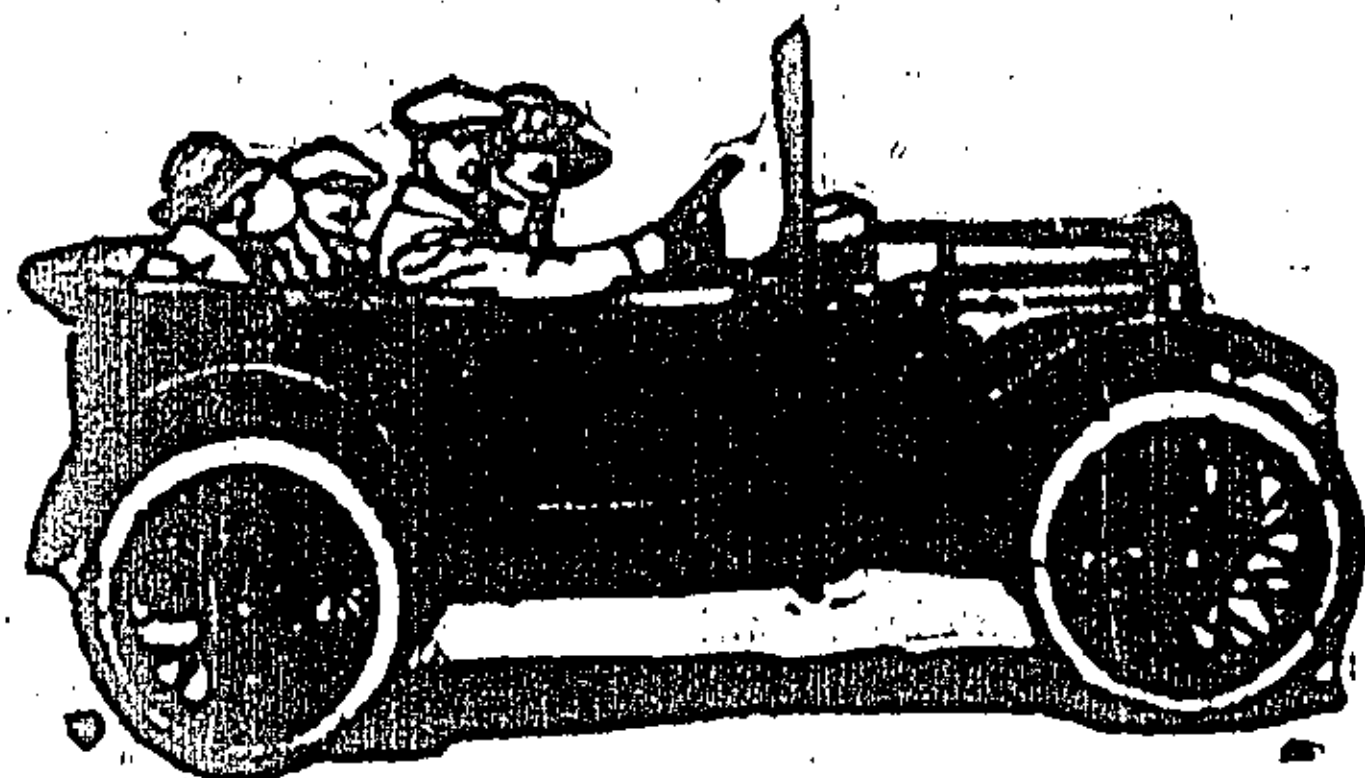
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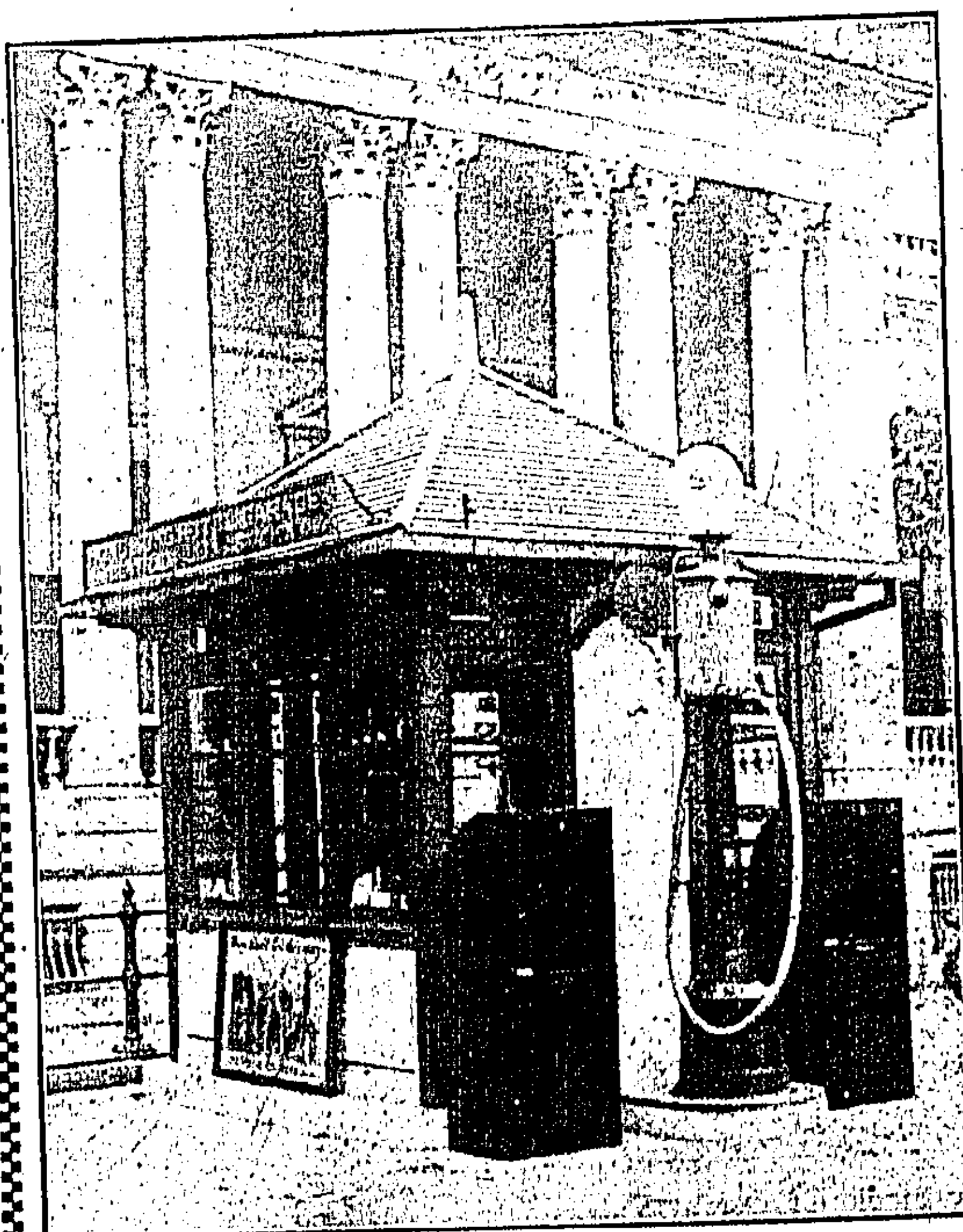
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PREVENTING SKIDS.

A Few Useful Hints.

(BY ISRAEL KLEIN).

When an automobile skids the driver might almost as well throw up his hands.

An outside force is at work which is more or less uncontrollable for the moment. The brakes more often are a hindrance rather than an aid, although they may be used sparingly to an advantage sometimes.

The most practical course is to "kid the skidding along"—direct the front wheels in the direction of the skid and let her go, taking the foot off the accelerator, but leaving the car in gear.

If the back of the car suddenly swerves to the left, turn the front wheels to the left and try to head the back off. The same action is applicable to the right.

Prevention of any skid is most advisable. And skids, no matter what the conditions, can be prevented.

Take snow conditions and the worst of them in traffic, when deep ruts of snow and ice have formed. It's hard getting out of these, without sliding all over the street. But it can be done.

The way to do it is to slow down almost to a dead-stop, get into low, engage the clutch and pull out gently rather than with a jerk.

If the front wheels can't climb the rut and, instead, let the car slide along, there's better chance of getting out by reversing and turning the front wheels just enough to guide the back out. The rear wheels, held firmly in one direction, can't be jiggled back and forth by the ruts.

The dangerous skid is the one happening while the car is going down hill. That's dangerous because it's most likely to happen.

Then, usually, the thoughtless driver coasts down hill, gathers momentum and applies his brakes with force. It's exactly opposite to what should be done when the hill is wet and slippery.

The hill should be taken in low gear to keep the car under steady control. The brakes should be applied evenly and steadily. They should be snubbed, or applied and released intermittently, so as not to burn out the brake lining, or give the wheels any cause to turn off their course.

An accident that happens on many a hill is a skid that throws the rear right wheel of the car into the curb. That means a broken wheel and possibly a broken rear axle.

To avoid this, either hug the curb closely, so that in case of a skid the rear won't travel far enough to strike the curb with the force required for such a break.

Or keep at a safe distance from the curb and drive down hill carefully.

Don't put too much reliance on chains. Chains are good to pull you out of mud and snow ruts.

But slippery streets are just as dangerous for chained, as for unchained, tyres. In fact, while the chain links might grip well in some cases, in others they might work as ice skates, helping to slide the car into destruction.

MORE CALIFORNIA CARS.

Registration of motor vehicles in California increased 11.1 per cent. last year.

NO NEED FOR HEADLIGHTS.



Atlantic City, U.S.A., demands that motorists dim their autos' headlights, and in order to make driving safe, has illuminated the road so well that headlights are not needed. A novel type three-in-one highway light, has an unusual reflector that casts all the light rays on the roadway, allowing none to escape overhead, or off the road. Photo shows the road to Atlantic City illuminated by these lights.

FIRST AID.

National Service by the St. J. A. B. Men.

THE MOTOR PERIL.

A national scheme whereby all main roads in the country will be patrolled by qualified members of the St. John Ambulance Brigade ready to deal with motor accidents and injured pedestrians is now in process of completion in England.

All the workers are voluntary, and the scheme provides for the linking up of town to town and village to village in such a way that no area, however lonely, will be out of call of the brigade's services.

Major Darvil-Smith, who is in charge of the arrangements in Buckinghamshire, told a *Daily Chronicle* representative recently that there are now eight motor ambulance stations established in the county under the scheme.

"They are from 10 to 15 miles apart," he explained. "Linked up with them are first-aid posts at distances of from five to eight miles."

Each post has three or four persons trained in first-aid work within immediate call, and at week ends and holiday times they are actually on the spot ready to give help.

The men carry surgical haversacks which are fully equipped with materials for use in the case of accidents.

ROADSIDE CABINETS.

"We are also trying to establish on some of the principal roads first-aid cabinets, consisting of a box, the glass of which must be broken to get out the contents. Cabinets of this kind are already in use at Aylesbury and Slough."

"We hope to improve on the whole scheme gradually, and make it still more serviceable. We are asking local councils to assist us in the work. During the summer week-ends and on Bank Holidays we shall have road patrols on cycles moving up and down in case of need."

The whole plan is worked through our local units, and I should like to emphasise that nobody gets any pay for what he does. A county fund is being inaugurated to pay for actual expenditure on ambulances and material, and in the more remote villages arrangements are being made to teach first-aid to likely volunteers.

POLICE CO-OPERATION.

"We work, of course, in close co-operation with the police who know exactly where our nearest patrol or post is to be found."

"As an instance of the need of the service, I may mention that our ambulance at Slough was called out nine times on a single Sunday last summer. That is, of course, on the Bath road, an exceptionally busy thoroughfare."

"The ambulances are for stretcher cases only, less serious accidents being dealt with by the patrols or first-aid posts."

At the annual meeting of the Carlisle division of the brigade it was stated that of the 578 cases dealt with during the year, 33 were directly the result of motor accidents. This meant that there would be an increased call for first-aid in that direction.

It was hoped that they in Carlisle might establish small stations five miles out of the city, where men could spend the week-end ready to deal with cases when the necessity arose.



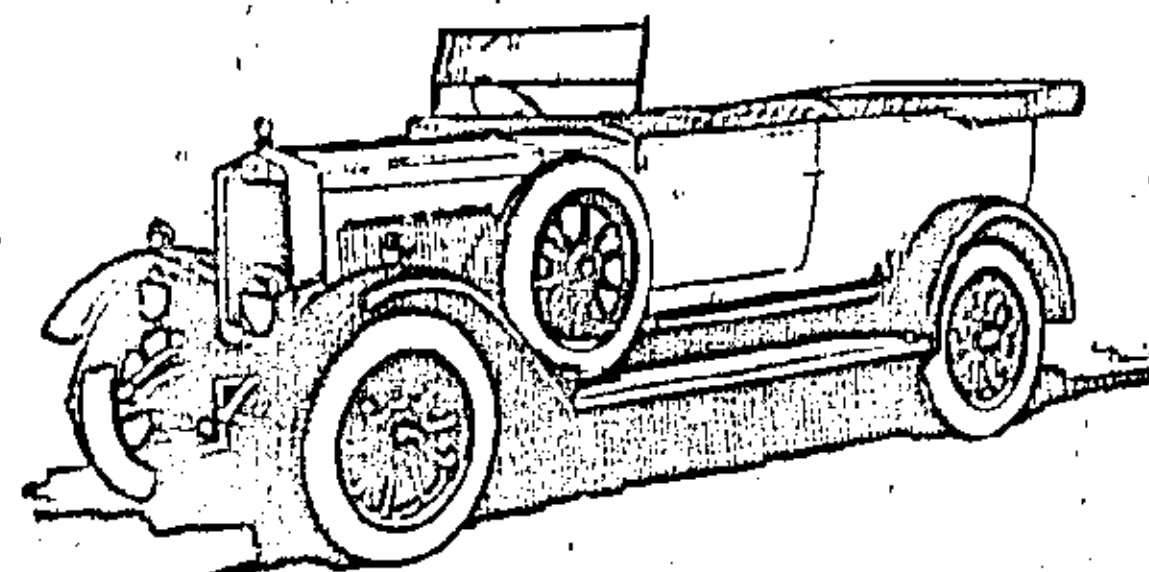
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The Sport Touring (5)	...G\$1,210
Touring (7-passenger)	...G\$1,320
Special Touring (7)	...G\$1,370
Coupe	...G\$1,275
Special Coupe	...G\$1,325
Sedan	...G\$1,325
Special Sedan	...G\$1,375
The De Luxe Sedan	...G\$1,500

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Chassis only	...G\$ 920
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Express Body Truck complete	...G\$1,270
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Chassis only	...G\$1,170
Chassis with cab seat	...G\$1,240
Chassis with complete cab	...G\$1,305
Express Body Truck complete	...G\$1,485
Canopy Body Truck complete	...G\$1,530
Stake Body Truck complete	...G\$1,565

GRAHAM BROTHERS 1-1/2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES:

Chassis only	...G\$1,640
Chassis with Cab Seat	...G\$1,705
Chassis with complete cab	...G\$1,775
Express Body Truck complete	...G\$2,020
Stake Body Truck complete	...G\$2,085

GRAHAM BROTHERS 2-TON MOTOR TRUCK CHASSIS AND COMPLETE VEHICLES:

Chassis only	...G\$1,785
Chassis with cab seat	...G\$1,850
Chassis with complete cab	...G\$1,920
Farm Body Truck complete	...G\$2,290
Stake Body Truck complete	...G\$2,230
Hydraulic Hoist Dump Body Truck complete (1-1/2 cubic yard capacity)	...G\$2,595

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Coach (2-door)	...G\$1,200
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Brougham (5-passenger)	...G\$2,035
Sedan (5-passenger)	...G\$2,215
Sedan (7-passenger)	...G\$2,330

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 426):

Phaeton (5-passenger)	...G\$2,750
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Sedan (5-passenger)	...G\$2,850

PACKARD SINGLE SIX MOTOR CARRIAGES (Model 433):

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Sedan (7-passenger)	...G\$3,420
Sedan Limousine (7-passenger)	...G\$3,520

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 336):

Phaeton (5-passenger)	...G\$4,290
Roadster (Rumble Seat)	...G\$4,390
Sedan (5-passenger)	...G\$5,410

PACKARD STRAIGHT EIGHT MOTOR CARRIAGES (Model 343):

Touring (7-passenger)	...G\$4,555
Coupe (4-passenger)	...G\$4,575
Club Sedan (5-passenger)	...G\$5,620
Sedan (7-passenger)	...G\$5,735
Sedan Limousine (7-passenger)	...G\$5,835

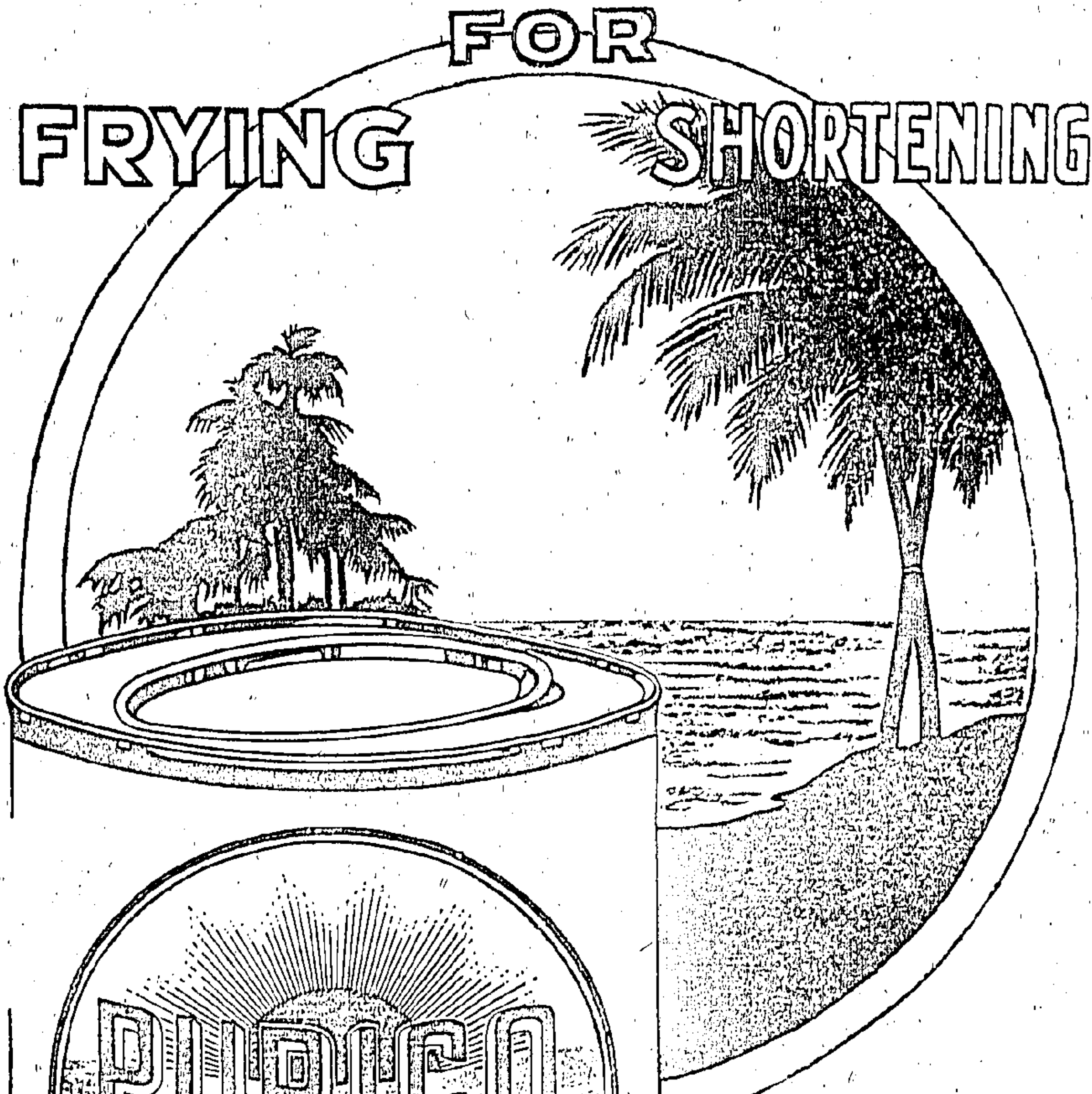
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COALDUST FUEL.

USED IN EUROPE'S POWER WORKS.

Herr Hans Lutgens, a marine engineer, writes interestingly on the use of coaldust as fuel in Europe's biggest power works.

Early in December, 1926, the Berliner Grosskraftwerk Rummelsburg started working. These power works are the largest in Europe; they are, perhaps, the best equipped in the whole world, being fitted with all the most modern contrivances, he says.

The works are provided with 16 gigantic boilers. The stocking is done with coaldust, which has been proved to be the most economic and satisfactory fuel known. For the present purpose, its great advantage is its exceptional adaptability and enormous heating capacity—points of particular importance in electric works because of the great fluctuations to which such works are liable.

The method employed at Rummelsburg is the so-called "Lopulco" Coaldust Stocking System of the Berliner Kohleneisendungs-gesellschaft. This German system is already in use at the Paris Power Works in Vitry and the still incomplete works at Barking in London. But, whereas the Vitry boilers have a heating surface of only 6,500 sq. metres and the Barking boilers of 15,000 sq. m., the 12 boilers now in use at Rummelsburg have a heating surface of 20,000 sq. metres.

In the "Lopulco" system, the coal is pulverized in a special mill—installation and forced into the fires by atmospheric pressure. Each fire is capable of burning 10 tons of coaldust per hour, thus producing 80 tons of steam.

The production of electric current by means of coaldust stocking is considerably cheaper than with grate feeding. As it is possible to use coal of all large quantities of lump coal are set free for other purposes. Owing to these multiple advantages, there is, in German industry, a growing tendency to adopt coaldust stocking as far as possible. It will doubtless be employed in the big power works shortly to be built in Saxony. Many other existing electric works are busy converting their furnaces to the use of coaldust; and it is to be presumed that many other power works, both in Germany and elsewhere, will adopt this highly recommendable system.

"TRENCH MOUTH."

WARNING TO WOMEN WHO KISS DOGS.

Mr. H. R. Oswald conducted an inquest at Hammersmith on Amy May Temple (41), the wife of a barrister.

According to the evidence of her sister, deceased had complained of a swollen neck and consulted Sir Frank Collier, who told her she was suffering from trench mouth, a condition that might have been brought about by a dog bite.

Mrs. Temple then admitted that her own Pekingese had bitten her. She said it was just inside her mouth on the upper gum. She was told to go home and go to bed, and a doctor and dentist attended her. On February 15, she collapsed on the floor. She gradually became worse after that, and died. Her sister had two dogs, and she knew that one of them was spiteful. Both had since been destroyed.

A veterinary surgeon told witness that their teeth were in a very bad state.

Cases Among Soldiers.

Dr. Leonard Citler said he was called, and was told that Mrs. Temple was suffering from trench mouth a term which came from the war, when there were a good many cases among soldiers in the trenches. He found Mrs. Temple's mouth to be very septic. She did not tell him that she had been bitten by a dog, but said that one of her dogs had put its tongue into her mouth. Witness examined her gums and saw no signs of a dog's teeth-marks.

Dr. P. M. Bronte, pathologist, stated he had made an independent post-mortem examination, and formed the opinion that the woman must have been suffering from bad teeth for a considerable time. Witness did not think that a dog could have bitten her in the mouth.

Death was due to coma and general blood poisoning, following inflammation of the mouth.

The Coroner said some women had a distracting habit of kissing their pet dogs. Whether that had anything to do with the woman's death he could not say, but evidence pointed to the chronic state of the mouth as being the real cause of the trouble.

A verdict of death from natural causes was returned.

THE NATION'S INCOME.

POSITION OF THE AVERAGE MAN.

In "The National Income, 1924" (Oxford: the Clarendon Press), Professor Bowley and Sir Josiah Stamp present with characteristic lucidity and force a comparative study of the income of the United Kingdom in 1911 and 1924, says Mr. William Graham, M.P.

The publication of the report of the Colwyn Committee on the National Debt and the incidence of taxation emphasises the importance of an analysis of this kind; it should be of the greatest service to members of Parliament in the forthcoming Budget debates, especially when debt appears to be static and there is prospect of increased tax burden; and it should also clear away much of the fog which surrounds discussion of the precise effects of national and local contribution to what are called social services. For much depends upon definite information regarding national income; the authors have supplied what is perhaps the most effective comparison of pre-war and post-war conditions.

The exclusion of Southern Ireland in 1924 is only one of many factors which make precise comparison impossible. But, including Southern Ireland, in 1911 the aggregate income originating at home is placed at £1,904 million; on certain adjustment £1,409 million is the total earned income and £802 million wages. The corresponding figures for 1924, excluding Southern Ireland, are £4,008 million, less interest to the United States, £2,860 million, and £1,600 million. On this basis wages were 42 per cent. of the aggregate income in 1911 and 40 per cent. in 1924; and the earned income as a percentage of the aggregate had moved from 74 to 71.

The authors give much valuable statistical material; but, as they recognise, British social and industrial progress still suffers from important deficiencies in that sphere. For that and other reasons the conclusions are cautious; but the principal results of the comparison may be stated in this way:

1. Measured in sterling at both dates the aggregate income of the inhabitants of Great Britain and Northern Ireland was rather more than doubled.

2. When duplicate reckonings are excluded the remaining income, which the authors call social income, increased only 90 per cent.

3. The effective increase of

prices was about 90 per cent; consequently the real social income was very nearly the same at the two dates.

4. The real income per head decreased 6 or 10 per cent, since population had grown about 7 per cent; this decrease is attributable to the falling-off of income from abroad.

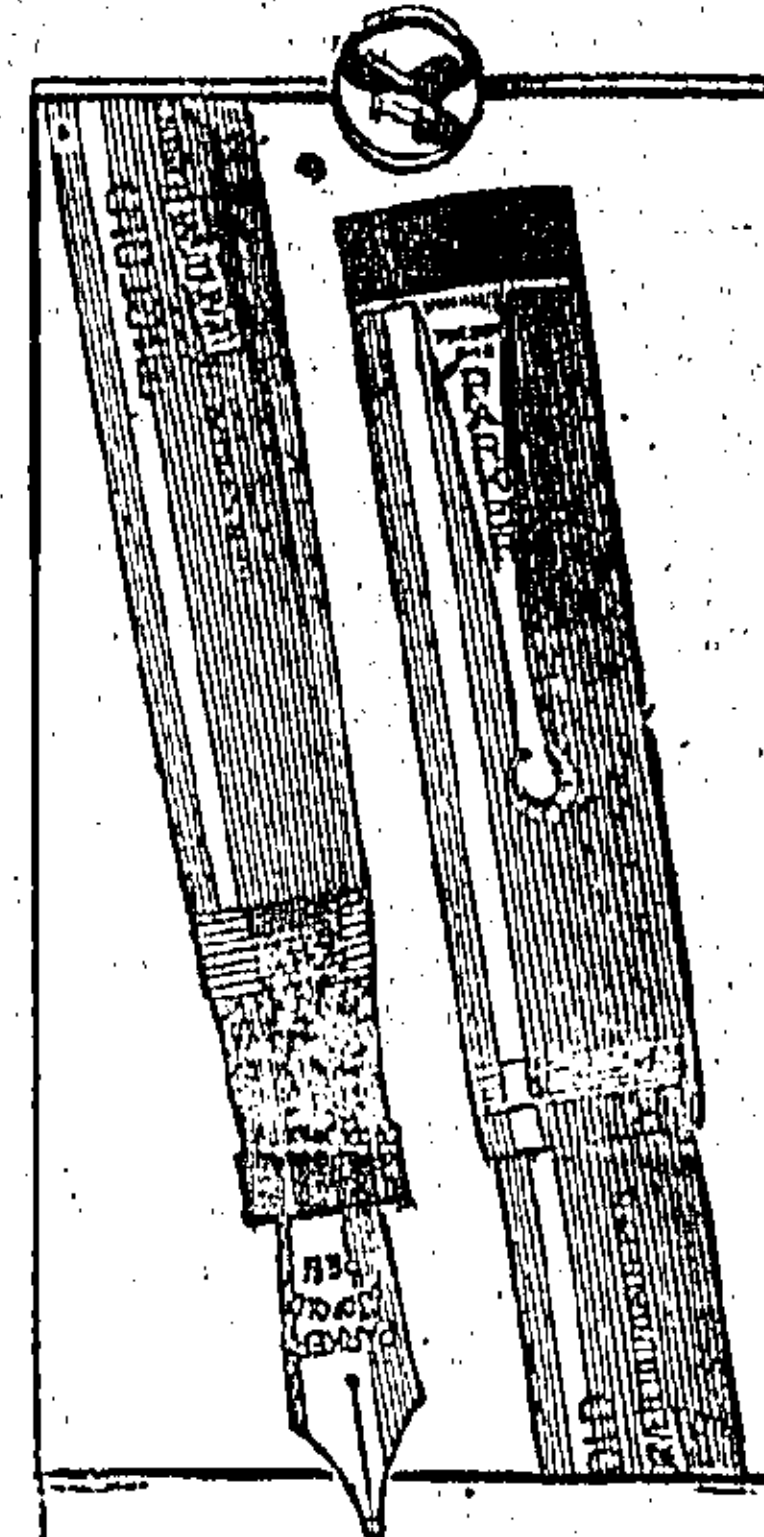
The deductions are of great public interest. In spite of increased unemployment and the reduced working week, real home-produced income was very nearly the same per head; the distribution of income between wage-earners, others earners, and unearned income was changed slightly in favour of the earning classes; manual workers on the average make slightly increased real earnings, to which must be added transfers for their benefit in insurance schemes and other public expenditure.

Profits as a whole, reckoned before tax is paid, form nearly the same proportion to total income at the two dates. Industrial advance is represented by the fact that within the wage-earning classes women and unskilled workers have received a substantial real advance in wages; the great majority of skilled workers made at least as much, after allowing for the rise of prices, in 1924 as in 1911.

The comparison also suggests that when the full effects of taxation are considered the rich have less real income available for saving or expenditure than before the war. Allowing for rise of prices, luxurious expenditure is definitely less than in 1911, but its concentration in small areas, and consequent advertisement, give it a place in public discussion to which its economic merits do not entitle it.

Laymen will hardly have the temerity to quarrel with the distinguished authors, especially in view of the scientific temper with which all their tasks are approached. But the impression which is left is that, taking a popular line through the thirteen years, taxation has laid a heavy hand upon the wealthy in particular; certain sections of the masses, especially women and unskilled workers, have improved their purchasing power; but the rest are economically very much where they were in 1911.

Moreover, it is clear that mere redistribution of the burdens of taxation as a method of social or industrial improvement is at best of limited value; hope lies in far greater efficiency within industry itself. In the remaining weeks of the financial year Mr. Churchill will earn public gratitude by giving the Bolshevik a rest and bending his mind to this important public document; given a chance, its material would do much to reduce the mischief of the average Budget.



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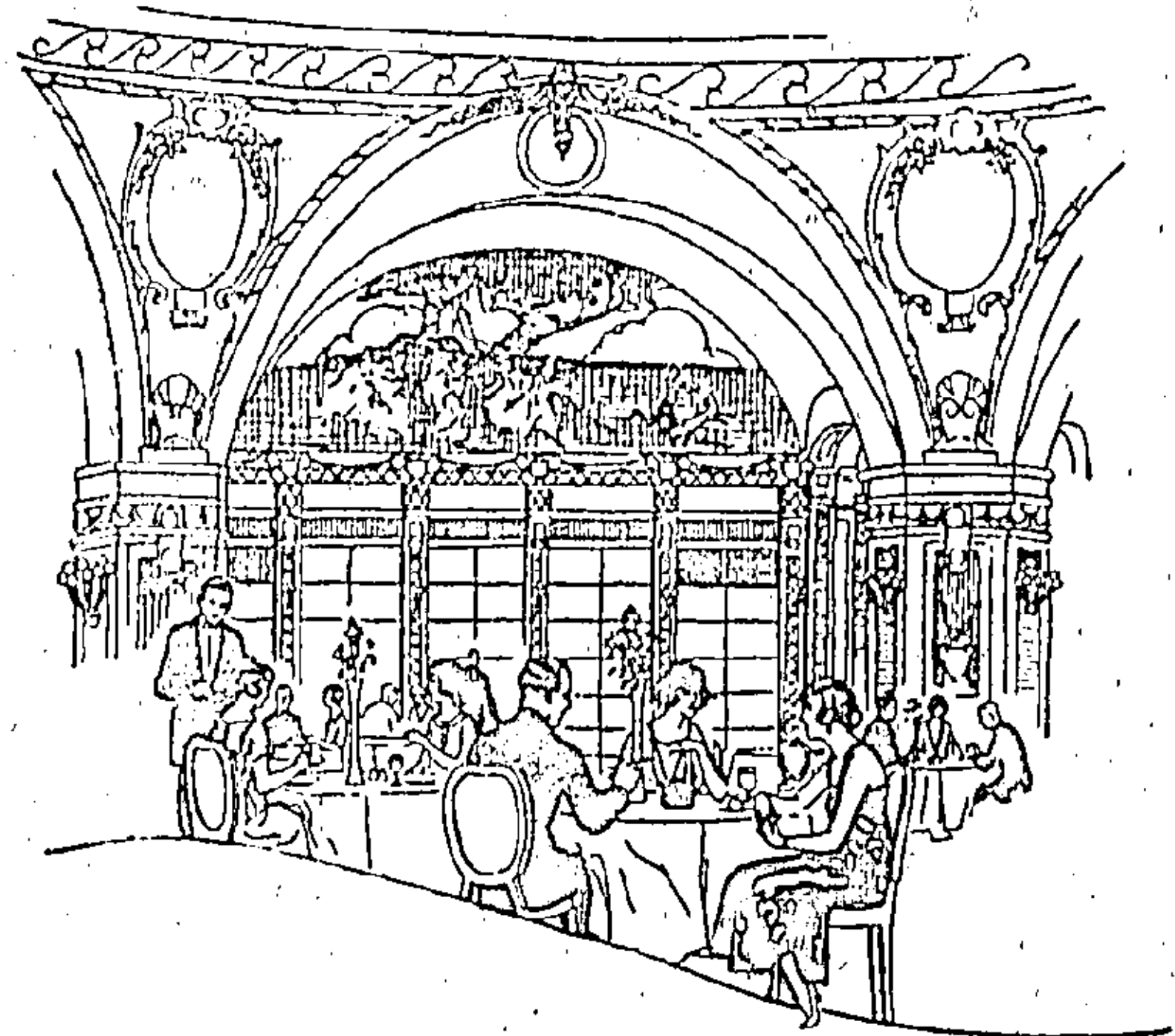
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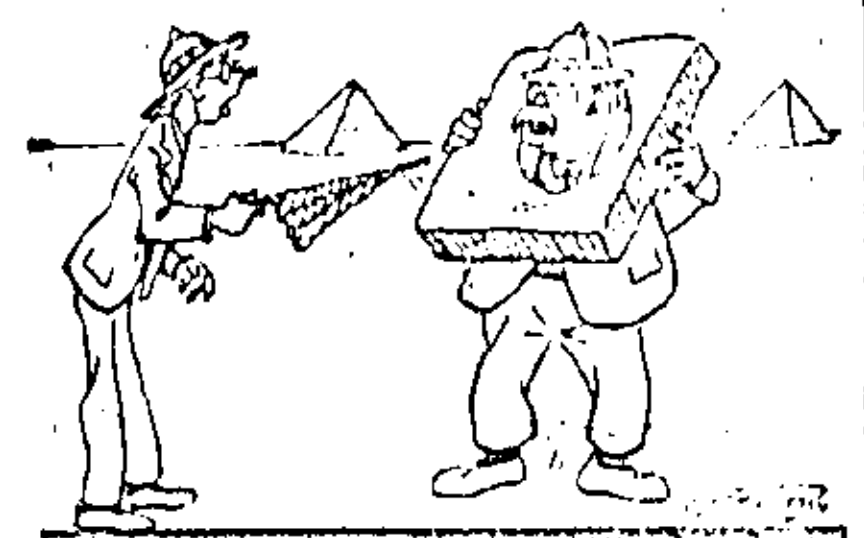
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A forgotten work by Schumann for two pianos, two cellos, and a French horn was recently revived at a London concert, and called forth from a none-too-erudite critic in one of the musical papers the opinion that the composer had employed, a very extraordinary combination of instruments. Good heavens! Has the fellow never heard of Pjlk Smkff, the famous Jugo-Czecho-Slovakian composer, who has written no fewer than 3,571 compositions for far more extraordinary combinations of instruments than the foregoing? For instance, his "Valse Neurotique et Hypochondriaque" in B double-flat major is scored for 14 church organs, two tin whistles, and a tambourine; while his "Nocturne in the Old Kent Road" in C double-sharp minor is scored for 29 portable harmoniums, 76 bagpipes, 2 muffled bells, and Big Ben. Space does not permit of my giving details of the remaining 3,569 works, but I may just mention that his noble Choral Symphony, sub-titled "Grog-Blossom-Time at Burton-on-Trent", requires, in addition to the usual voice-parts, a semi-chorus of Japanese singing mice and a solo quartet consisting of a nightingale, two tom-cats (alto and tenor) and a kettle just on the boil.

A writer in a contemporary has been complaining that the protracted fogs made February seem the longest February on record. Cheer up, brother! Perhaps March will turn out to be a quick March.

I have been vastly intrigued in reading about the discovery at Ur of the Chaldees, where the joint expedition of the British Museum and the Museum of the University of Pennsylvania are engaged in a spot of light excavating, of a manure set stated to be 5000 years old. In some correspondence I have had with my friend, Professor Piffinger Rottenbleiter of Potztausend, that eminent archaeologist tells me he has every reason to think that the manure set in question must have been Abraham's wedding-present to Sara. Unfortunately, he doesn't state the grounds for his opinion, and I know it is no use to ask him. "If Rottenbleiter says it is so, it is so" is his only answer to such questions. Some years ago he was travelling about in the Sahara when he suddenly came upon a hole about the size and



shape of an ordinary coal-shovel. He hung it around his neck, triumphantly walked home with it, and announced to the world that he had found the long-missing eye of Cleopatra's Needle. When asked for proof, he merely barked out "Prove to me it isn't"—and, as nobody could do this, his word had to stand. It says much for the confidence the scientific brotherhood place in one another that when Rottenbleiter recently presented the museum of the Meteorological Office with a small dent in a piece of putty, and stated that it was that famous "secondary depression off Iceland" which we are always hearing so much about, it was graciously and gratefully accepted as such, and no questions asked.

"Have you heard that Mrs. Quiverfull's new baby was born

"HOPELESS POSITION."

SIR THOMAS BEECHAM ON BRITISH MUSIC.

Sir Thomas Beecham, speaking at the centenary celebration of Beethoven held in London, said they were at the cross roads of British music. They always were. (Laughter.) They lived musically in a continual state of suspended animation. They thought they were forging ahead and making a move, and suddenly a fate intervened with little smacks in the face, and they started again with undiminished courage.

So far as Britain was concerned, music had never been in such a hopelessly bad position. Referring to the probable closing of Queen's Hall, Sir Thomas asked what could they think of a country which had not provided in advance for the continued existence of an institution which was one of the glories of this country, and by means of one individual

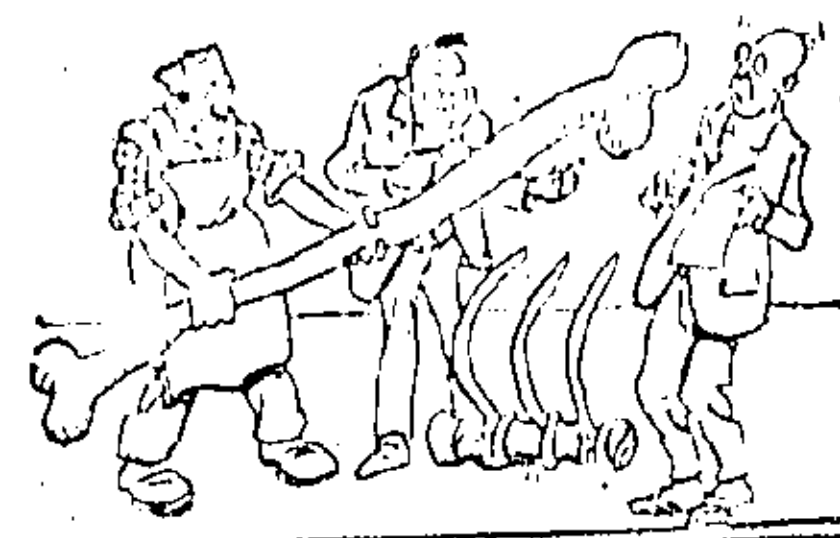
with one leg shorter than the other?"

"No; I heard it was born with one leg longer than the other."

When, during the next Grand Opera season in London, Meyerbeer's "Les Huguenots" is revived, Mr. John O'Sullivan, who is to sing the tenor role, is going to sing the famous top C sharp in the fourth act in his natural voice (says a newspaper). He is further stated to be the only tenor in the world who, without singing falsetto, can get up so far. Nevertheless, I know a tenor living at Putney who frequently gets up as far as Kew.

Sonnet to a March Hare.
I do not know, I'm sure, why you should be
Selected out of all things animal
To be dubbed, "mad" in March.
That's what I call
Injustice. For you're no more mad
Than me.
And, as I think you'll readily agree,
I have far better cause for being
mad.
Look at the tickling chilblains I
have had!
That dose of flu that touch of
pleurisy!
And when I think the rent I've got
to pay
For these poor premises on Lady
Day.
The tradesmen's bills, the doctor's
heavy fee,
(Having but just coughed up for
Schedule D,
For local rates and local taxes,
too.)
I reckon I am far more mad than
you!

I see it reported that the bones of a dozen or more dinosaurs have been received at the Natural History Museum at South Kensington, and that it will take at least five years to sort them all out and set up the skeletons. I am not surprised. From all I have read on the subject, I learn that the skeletons of these prehistoric monsters are never found intact, from which I infer that they were so huge that they died on the installment system. Take the case of the diplodocus Carnegie, for



example. This little pet was 84½ feet long, 14 feet tall, and goodness knows how much round the tummy. It is absurd to suppose that it could die all at once. It probably took at least a week over the job, during which one could not reasonably expect the undead portions to loaf around waiting for the window-blinds to be drawn. Consequently dinosaur bone-sorting must be a very perplexing task, since I cannot for the life of me see how a sorter is to know whether he is handling the merry thought of a megalosaurus or the funny-bone of a brontosaurus.

The only news I have received from Professor Barnion Crumplett this week is a somewhat cryptic cablegram from Poona, which runs as follows: "Put me one rupee annas four pice each way Oxford for boat race. Send more melted butter and red lead at once. Can't find umbrella anywhere. Which do you prefer—Regent Street or Shrove Tuesday? Am forwarding under separate cover large hole in piece of paper for use in case of fire or panic. How do you spell 'Remember'?" It looks to me as if the old fool had had a sun-stroke, or a sun-spot, or a spot-stroke, or something.

(Sir Henry Wood) to raise the credit of British music all over the world.

"The Grand Brigand of Music." It was apparently to be left to the tender mercies of the grand brigand of music, the B.B. Corporation, whether Queen's Hall was to be closed or not.

They saw in the country a continual encroachment on the sacred ground of art on the part of admirable inventions like the gramophone, and a constant diminution of the real thing, music. (Laughter.)

The promenades and symphony concerts at the Queen's Hall had done a great piece of work. All conductors knew how hard it was to get a "five" for music. People seemed to think they never could get a guinea's worth. If you were prepared to lose a thousand pounds, you could have a very bad festival. If you were prepared to lose two thousand, you might have a very decent one, and if you were prepared to lose £3000 you could have a great piece of art work.

SHANGHAI "SPLIT."

BREACH WIDENS DAY BY DAY.

"GOVERNMENT" ESTABLISHED

While the Cantonese troops at Chinkiang are receiving serious setbacks, says the *Shanghai Times* of Monday, members of the local Kuomintang Government continue to bicker and quarrel among themselves for the control of the Shanghai district.

With General Chiang Kai-shek at the front and Mr. Wang Ching-wei on route to Hankow, the "outs" are taking advantage of the opportunity to break down the weak resistance before them and place themselves in power. The "outs", the majority of whom are the so-called Left Wing—composed of "Reds" and Labour Union agitators—have already gained a partial victory through the reported establishment of the Shanghai Special District Provisional Government.

This "Government" is composed of a committee elected to office at the 62nd political conference of the Central Executive Committee of the Kuomintang Party on February 1. Wu Ching-heng was appointed chairman with Tsia Yuen-pai, Nyeu Yung-chien, Admiral Yang Sze-chung, Tsang Fah-chi, Chen Chi-tsai, Qiu Tai-chi, Yeh Tsho-chang, Yang Han-fah, Liu Hwei-ling and Yang Ken-kong. General Bei Chung-hai and Wu Chun-sin were added to the committee later.

Inaugural Ceremony.

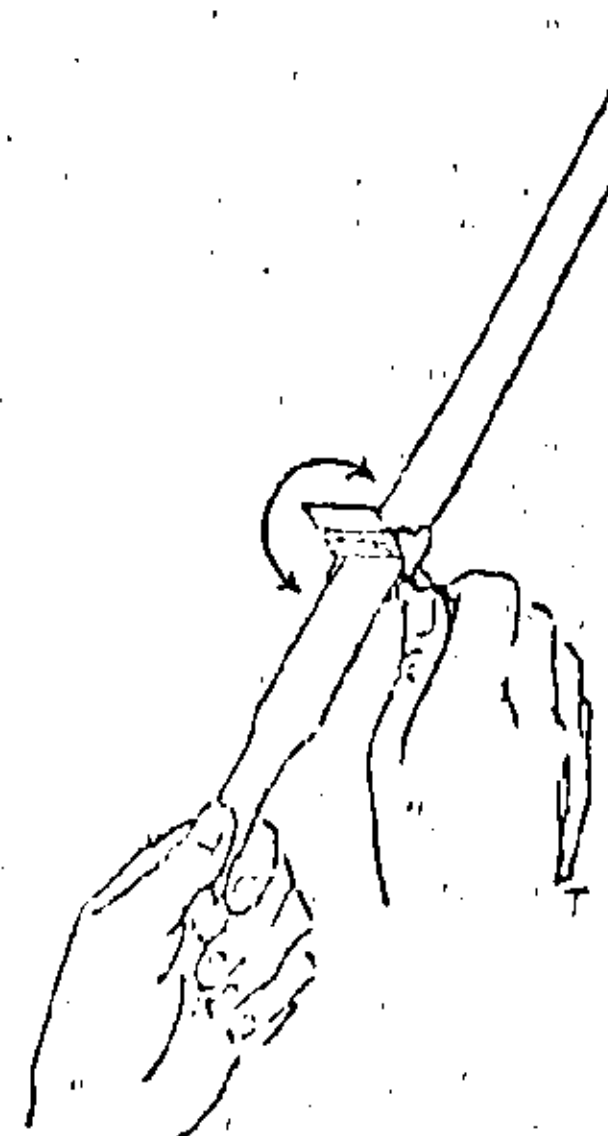
The inaugural ceremony was held on Friday, shortly after General Chiang Kai-shek's departure for Nanking, at the former yamen of the Shanghai Tsuyin. Admiral Yang acted as chairman in the absence of Wu Ching-heng, according to the Chinese press, and proposed that the committee meet at 10 a.m. daily and that the committee be "regarded as the highest organization in Shanghai and deal with all military, political and financial affairs locally, and direct the Shanghai branch of the Kuomintang Party."

Wang Han-hung, Chairman of the Canton Road Street Union, has notified the Shanghai Provisional Government, according to the Chinese press, that his participation in revolutionary work was due to his sympathy for the doctrines of the late Dr. Sun Yat-sen and that he was unwilling to listen to Bolshevism and Communism. He, therefore, decided not to accept membership in the Executive Committee.

A handbill distributed at a recent mass meeting said:

"The revolutionary movement conducted by us is approaching a climax when hand to hand fighting with the imperialists is inevitable! The imperialists are endeavouring by subtle means to crush our revolutionary influence. The one man well-acquainted with these under-hand tricks is Wang Ching-wei. Therefore all revolutionary people should welcome Wang and ask him to resume office. In this way we shall secure leadership that will enable us to beat down militarism and imperialism. (Sgd.) Propaganda Department of the Shanghai Special District of the Kuomintang Party."

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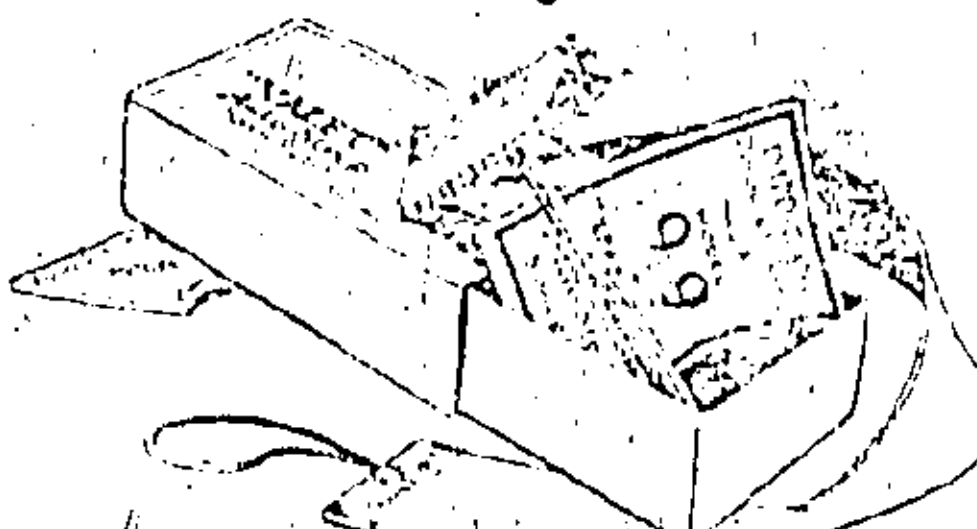
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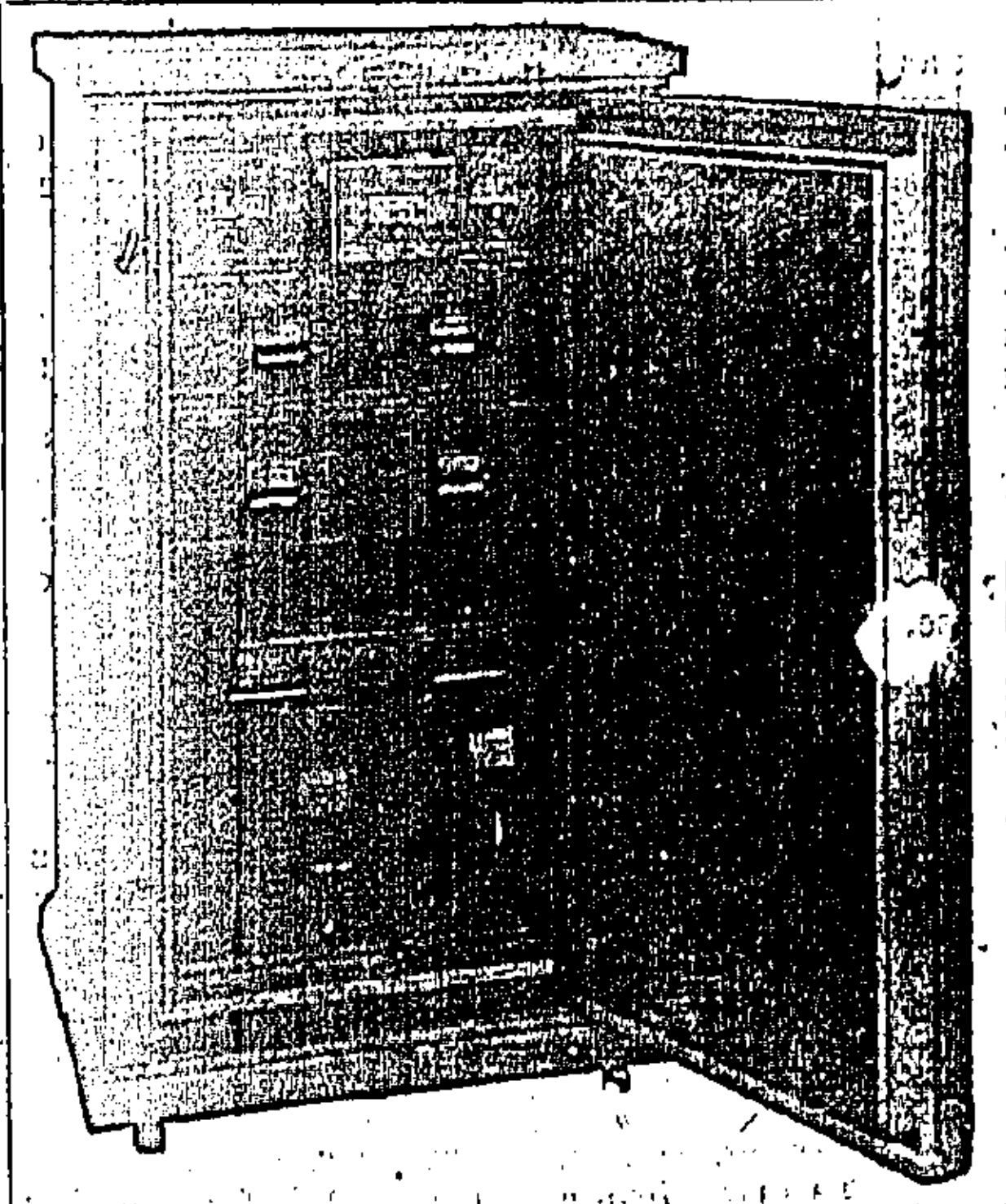
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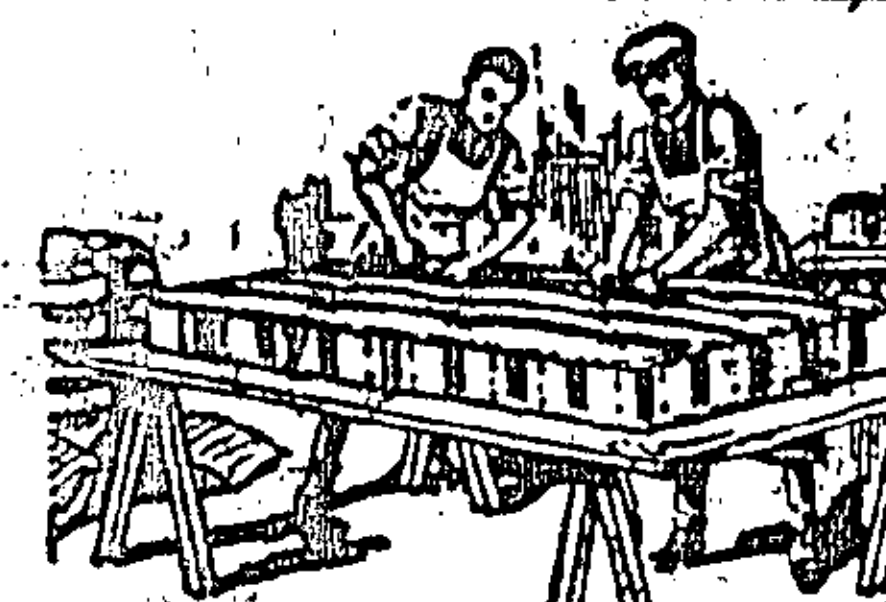
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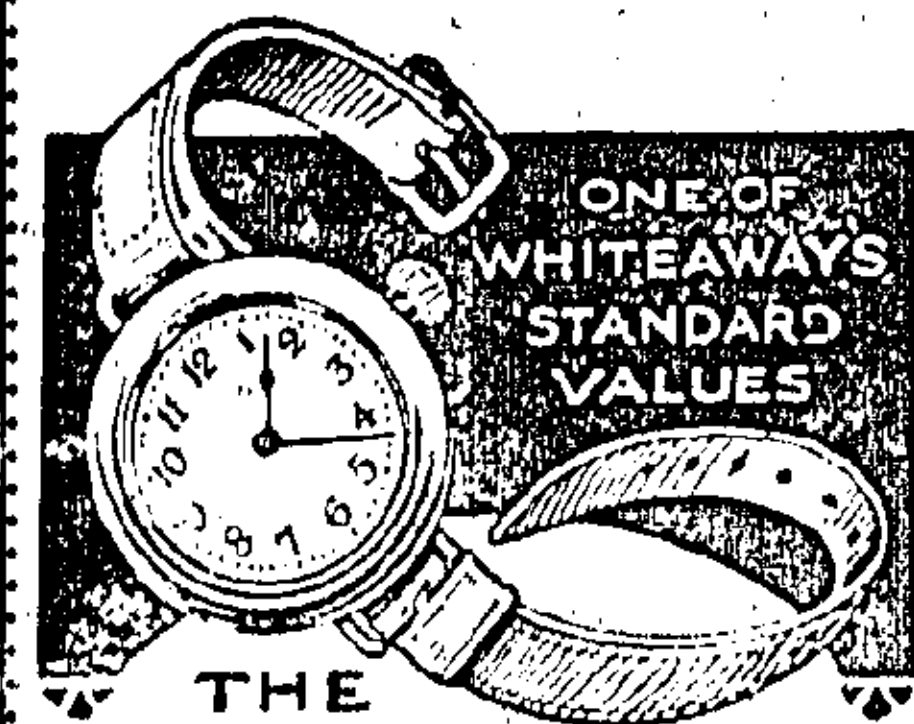
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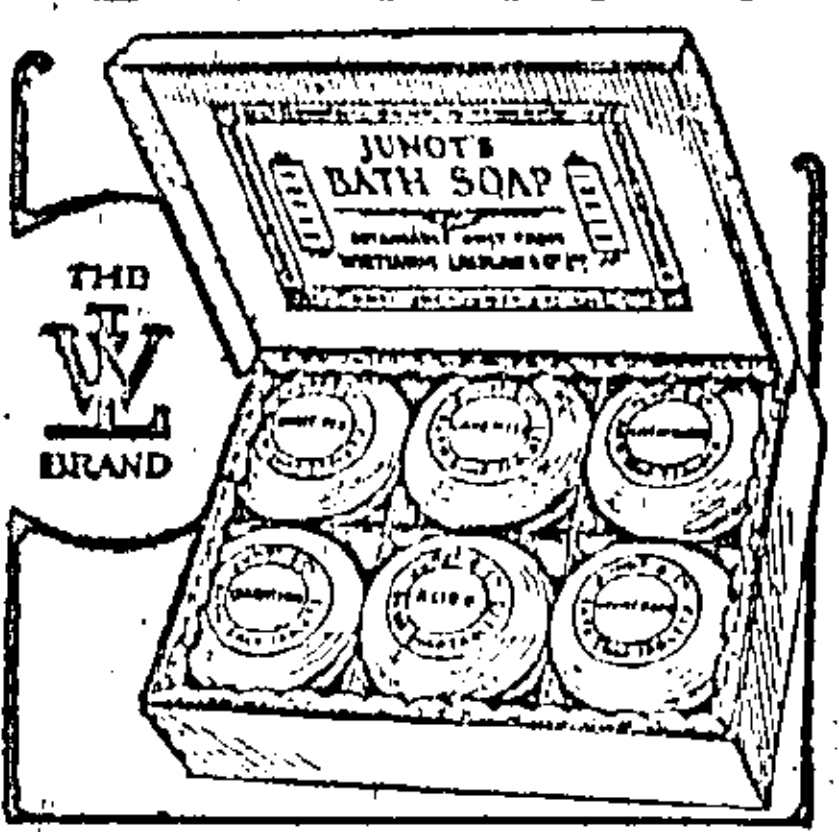
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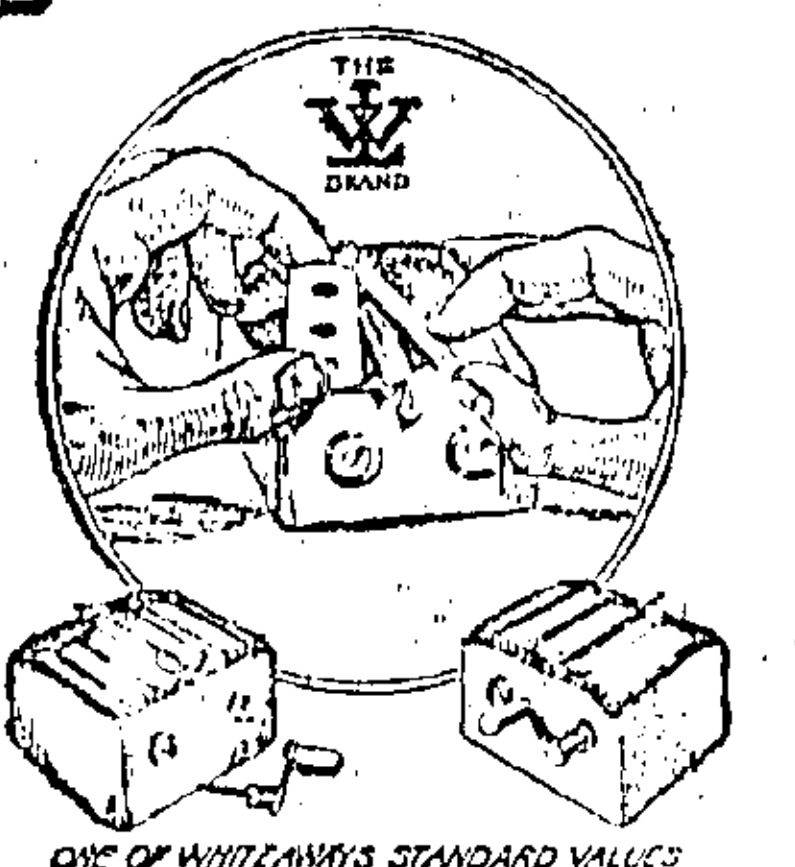
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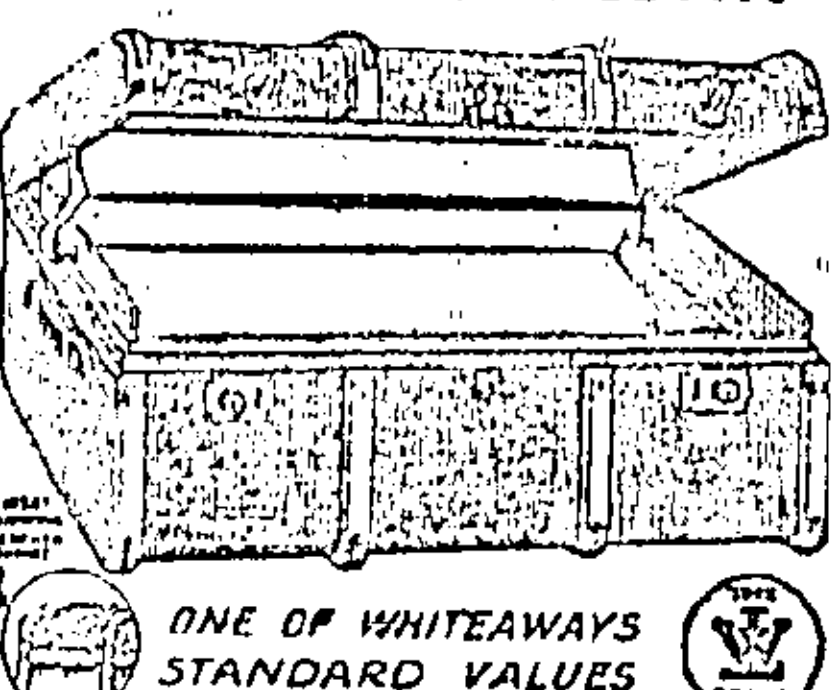
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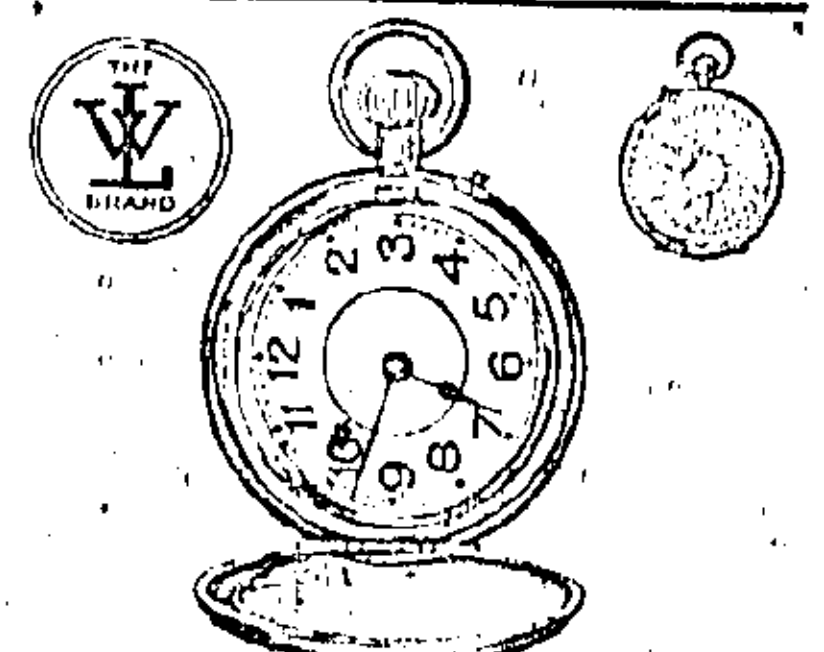
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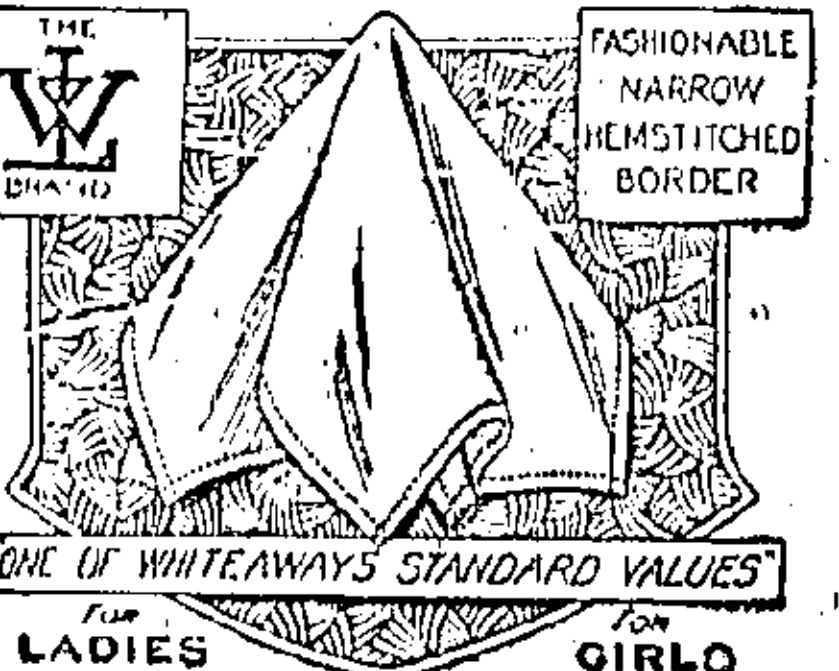
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KOWLOON BOWLING GREEN CLUB.

(Continued from Page 5.)

He concluded his remarks by proposing that Mr. B. Wylie be elected Vice-President. He said that during the time Mr. Wylie had worked on the committee he had done much for the Club. He remarked, amid laughter, "his remarks sometimes are very 'antagonistic,' but we take that for granted, but whatever he says is always for the good of the Club." He concluded by saying he did not think they could have a better Vice-President than Mr. Wylie.

Mr. P. T. Farrell seconded and the resolution was carried.

Mr. Wylie, in expressing thanks, remarked that if ever he had been antagonistic, it had been for the betterment of the Club.

The chairman proposed and Mr. J. McLachlan seconded that Mr. Allan Chapman be elected hon. secretary.

In associating himself with the proposal, Mr. Wylie said he thought they had made a very good choice. In the first place Mr. Chapman was an excellent bowler, and at the same time he was practically a new member, one of the younger members of the Club. It was men like him to whom the Club had to look for the purpose of assuring the future of the Club. It was the committee's desire to see young members among its officers every year. (applause.)

Replying, Mr. Chapman said he would do his best, and appealed for co-operation from the committee and members.

Mr. W. P. Hedley was elected treasurer, on the proposition of Mr. R. Lapsley, seconded by Mr. D. Gow.

Life Member.

The chairman remarked it had been their custom to elect a life member of the Club, and called upon Mr. Lapsley to move a proposition.

In proposing that Mr. W. Russell be elected a life member, Mr. Lapsley said he thought Mr. Russell was one of the oldest present. When he arrived in the Colony their's was the first Club he joined, except for the Engineers' Institute, and he had spent more time at the Club than any other member. His skill as a bowler was well known to every bowler in the Colony, and although he left the fold two years ago it was for a good purpose, that of teaching a younger Club, and he thought Mr. Russell would come back before long.

Remarking that Mr. Russell was an old friend of his, Mr. Gow seconded and the motion was carried.

After thanking them for the honour bestowed upon him, Mr. Russell said he joined the Club in 1904, when it was not half the size which it was at the present, and they had only one bowling green. He thought that Mr. Ramsay, of Messrs. Butterfield and Swire, was one of the leading men in those days, and looked after the green. When Mr. Ramsay gave the job up, he, (Mr. Russell) took on the work, twenty years ago, and he had been looking after the greens ever since.

It had been a great pleasure to him to see the Club expand, both in the way of membership, and of acquiring more ground. He was sure that it was only because they wanted more ground, that their membership was not bigger than it was at present.

Committee Elected.

The general committee was elected as follows: Messrs. W. Russell, R. Lapsley, D. Gow, D. Hazel, P. T. Farrell, D. Keith, and J. Hyde. The following were elected on the balloting committee: Messrs. S. Gray, Atkinson, A. W. Eastman, C. Hatt, T. Fergusson, D. Harvey and A. M. Holland.

Mr. Bond proposed a vote of thanks to Mr. Gow for his work as hon. secretary. He said Mr. Gow had worked very hard and devotedly for the Club and had been the mainstay of the committee.

In seconding, Mr. Dobbie warmly associated himself with Mr. Bond's remarks and the vote was carried with applause.

Mr. Wylie expressed thanks to Mr. McIntosh for his services as President during the past year, and also to Mr. Lapsley, his remarks being greeted with applause.

Mr. Gow expressed the thanks of the members to the Building sub-committee, composed of Messrs. Farrell, Henderson, and Duncan, for their praiseworthy work in seeing that the new Club house was properly built.

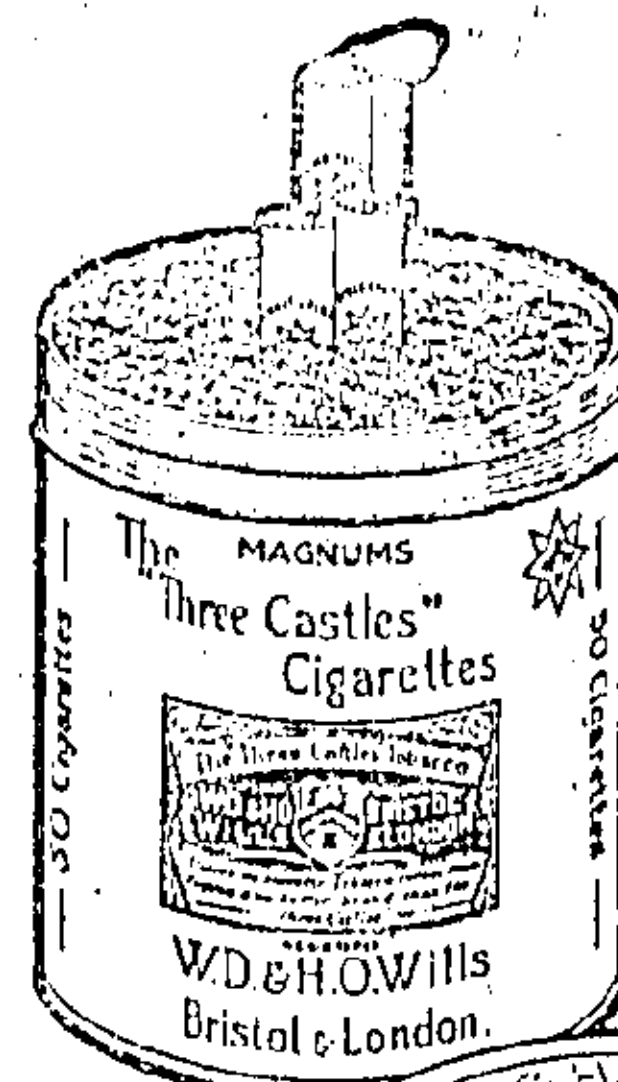
In proposing a vote of thanks to the out-going committee, Mr. D. Keith said they had been called upon to carry through a responsible work, and the Club House such as they now had showed that they had used excellent judgment in looking after their interests.

Prizes for the forthcoming season were presented by the following: Mr. Bond, President, Mr. B. Wylie, Vice-President, Mr. P. T.

First manufactured in

1878

The "Three Castles" will next year celebrate its GOLDEN JUBILEE 50 YEARS OF CONTINUOUS POPULARITY



ALSO PACKED IN REGULAR 50s AND 20s

"Three Castles"

The Doyen of the Cigarette World

To Whiten Dull Teeth

A NEW WAY, based on advanced scientific principles, that lightens cloudy teeth; that restores off-color teeth to charming clearness

Send Coupon for 10-Day Tube



Mere brushing won't do

Ordinary dentifrices and cleansing won't fight film successfully.

Now new methods are being used. A dentifrice called Pepsodent—different in formula, action and effect from any other known. Largely on dental advice the world has turned to this method.

It removes that film And Firms the Gums

It accomplishes two important things at once: Removes that film, then firms the gums. No harsh grit, judged dangerous to enamel.

If you want whiter teeth, please make this remarkable test. It will prove your teeth are not naturally "off color" or dull.

It will give them clear and beautiful whiteness. It will firm your gums to a healthy color.

You are hiding your teeth with a film coat... that is all

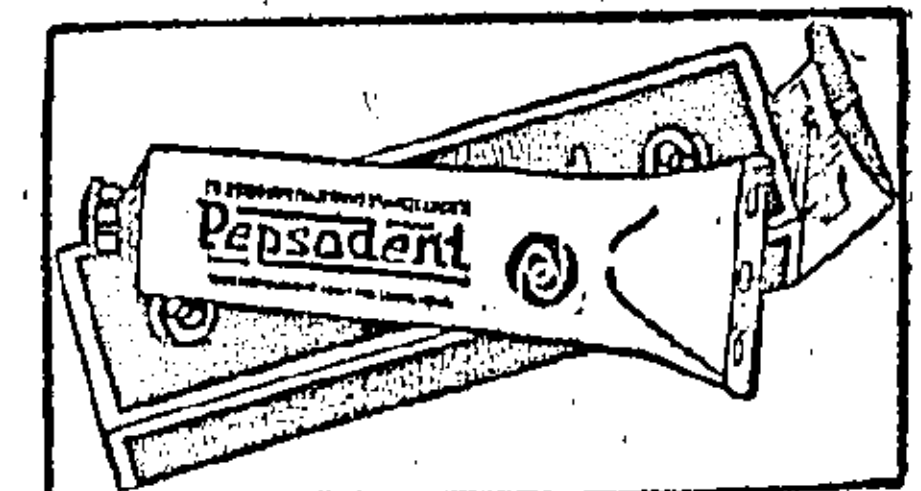
Dental science now traces scores of tooth and gum troubles to a germ-laden film that forms on your teeth.

Run your tongue across your teeth and you will feel it... a slippery, viscous coating.

It clings to teeth, gets into crevices and stays. It lays your gums open to bacterial attack... your teeth open to decay. Germs by the millions breed in it. They, with tartar, are a chief cause of pyorrhea.

Please accept test tube

To prove results, send coupon for 10-day test or buy a tube—for sale everywhere. Do this now for your own sake.



Based on modern research. Advised by leading dentists the world over. You will see and feel immediate results.

10-Day Tube Free

W. S. SHERLY & CO.,
Dept. CH7-18, 6 Queens Rd. Central, Hongkong.
I enclose 3 cents in postage stamps for 10-day trial tube of Pepsodent.
Name _____
Address _____
City _____
Give full address. Write plainly. Only one tube to a family.

SANITARY BOARD.

MARKET NEEDED FOR KOWLOON TONG.

At the Sanitary Board meeting on Tuesday, Mr. J. P. Braga, pursuant to notice, will move: "That, in the opinion of the Board, a supplementary recom-

mendation should be forwarded to Government for the inclusion in the Estimates for 1928 of a 4-stall market at or in close proximity to the Kau Lung Tong Estate."

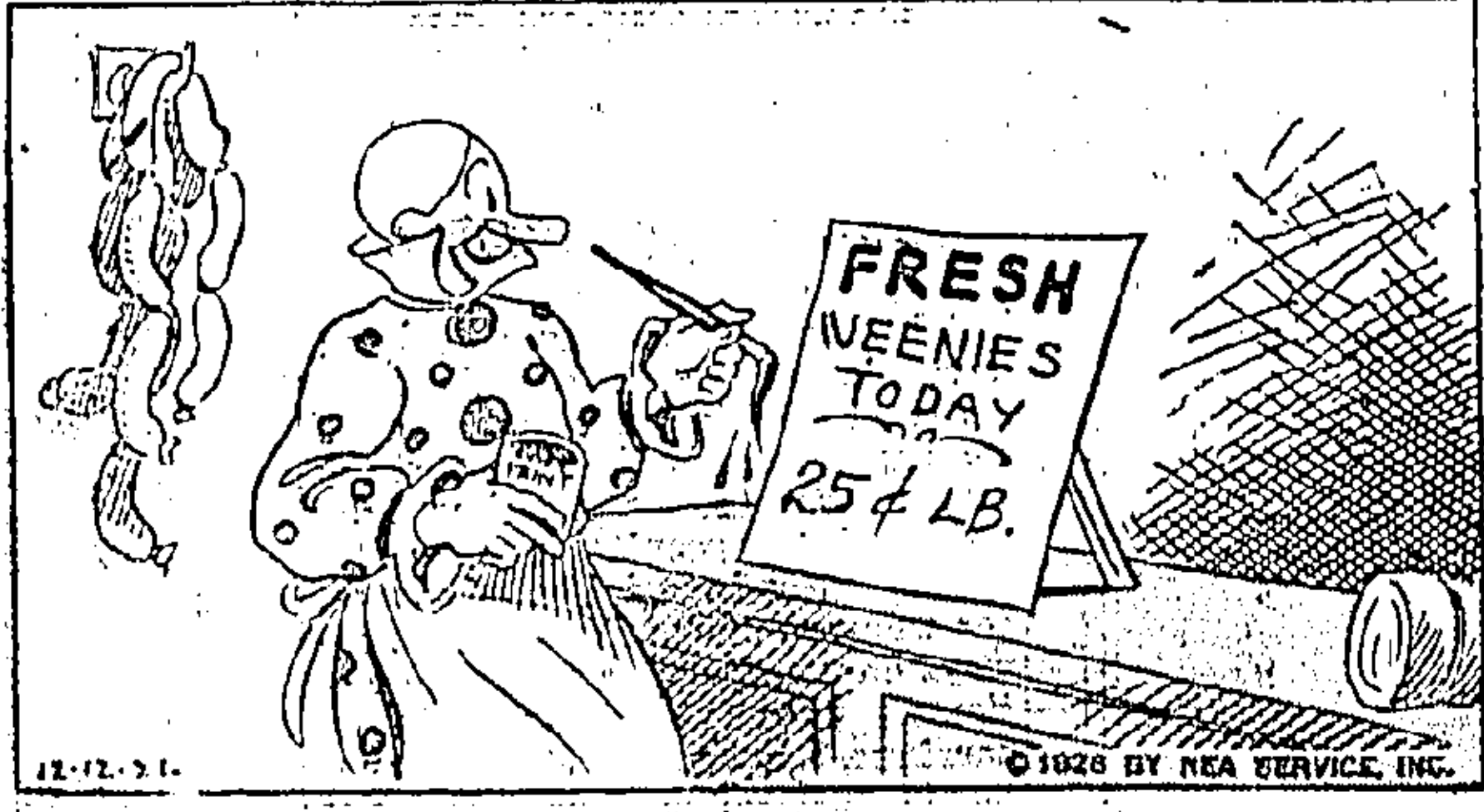
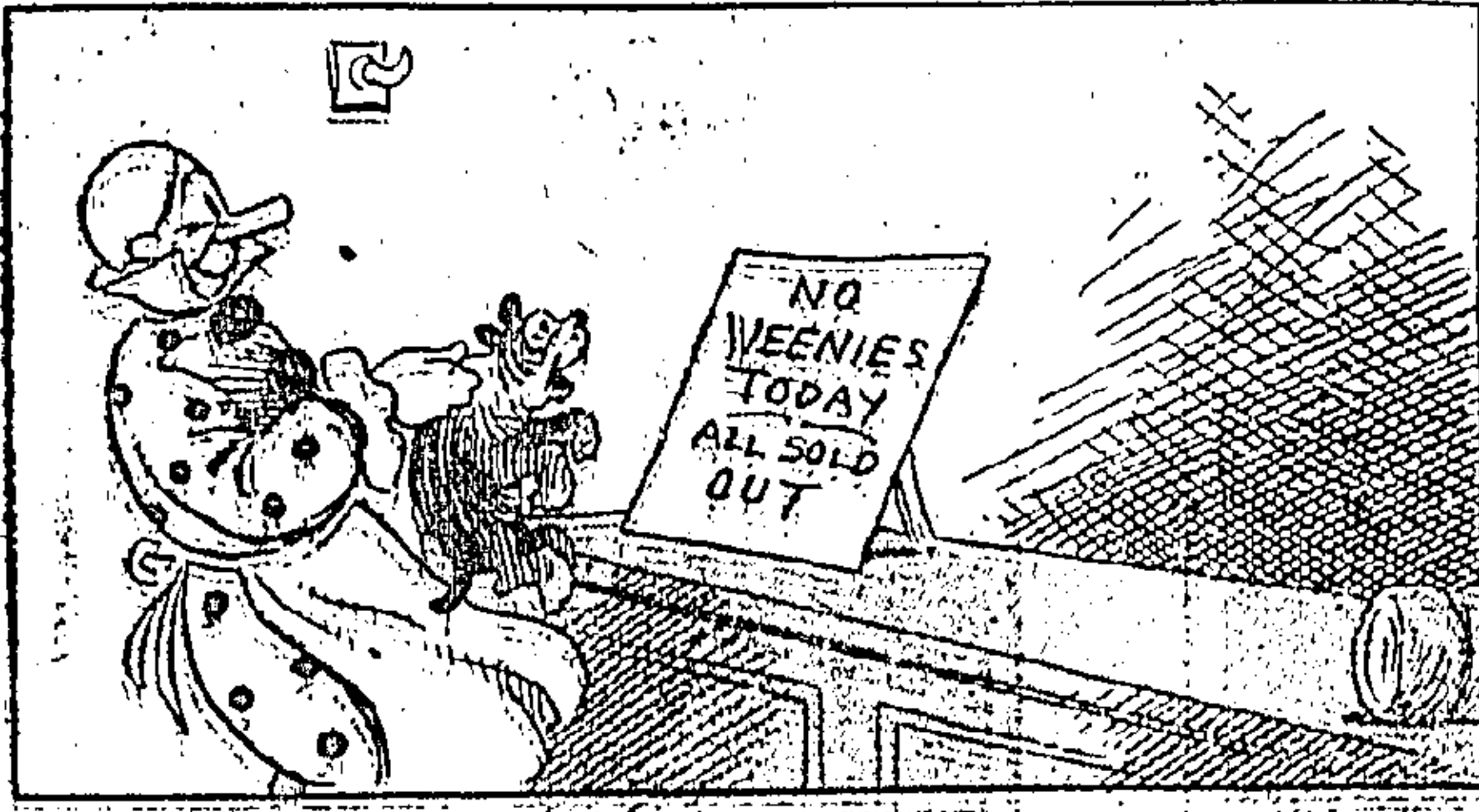
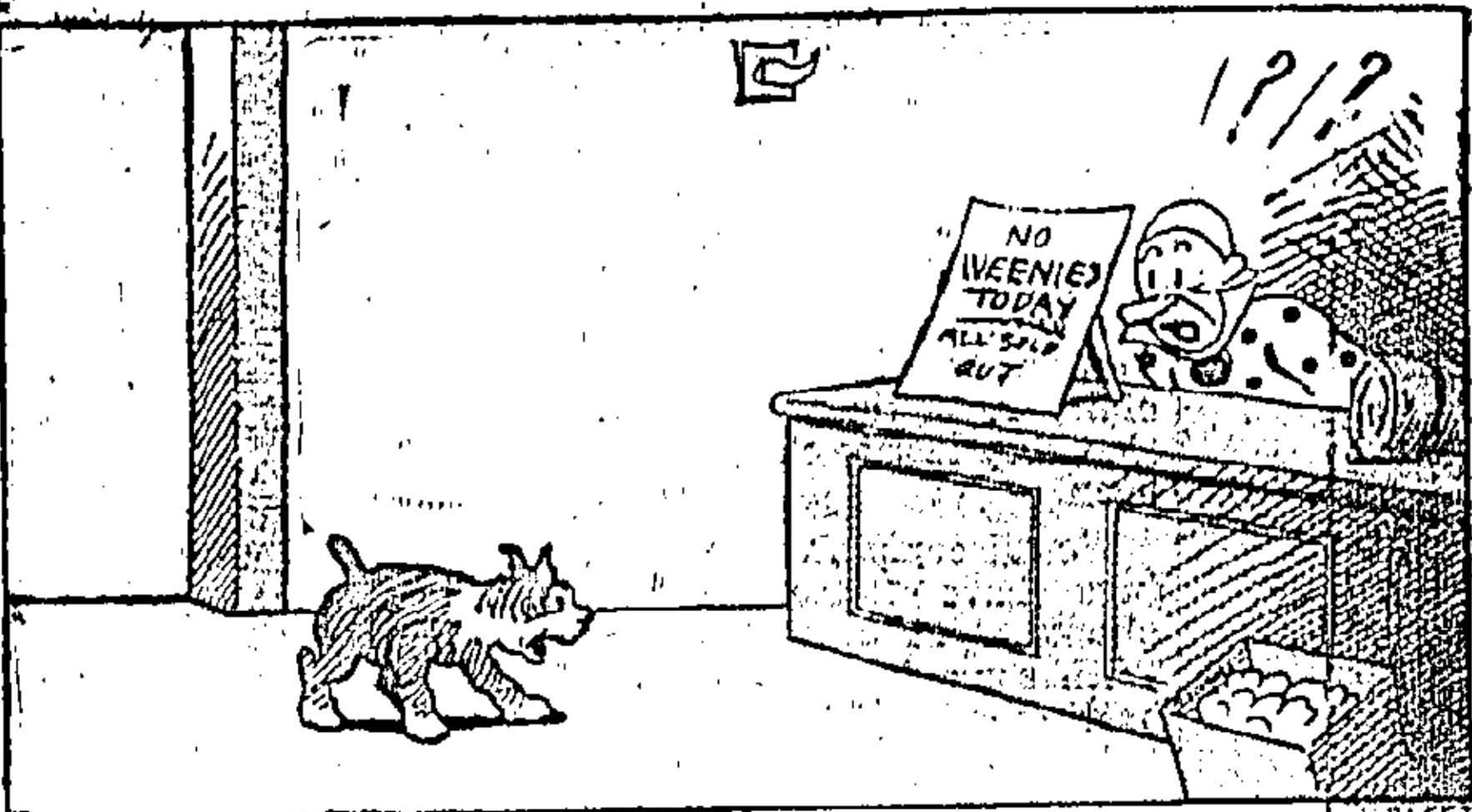
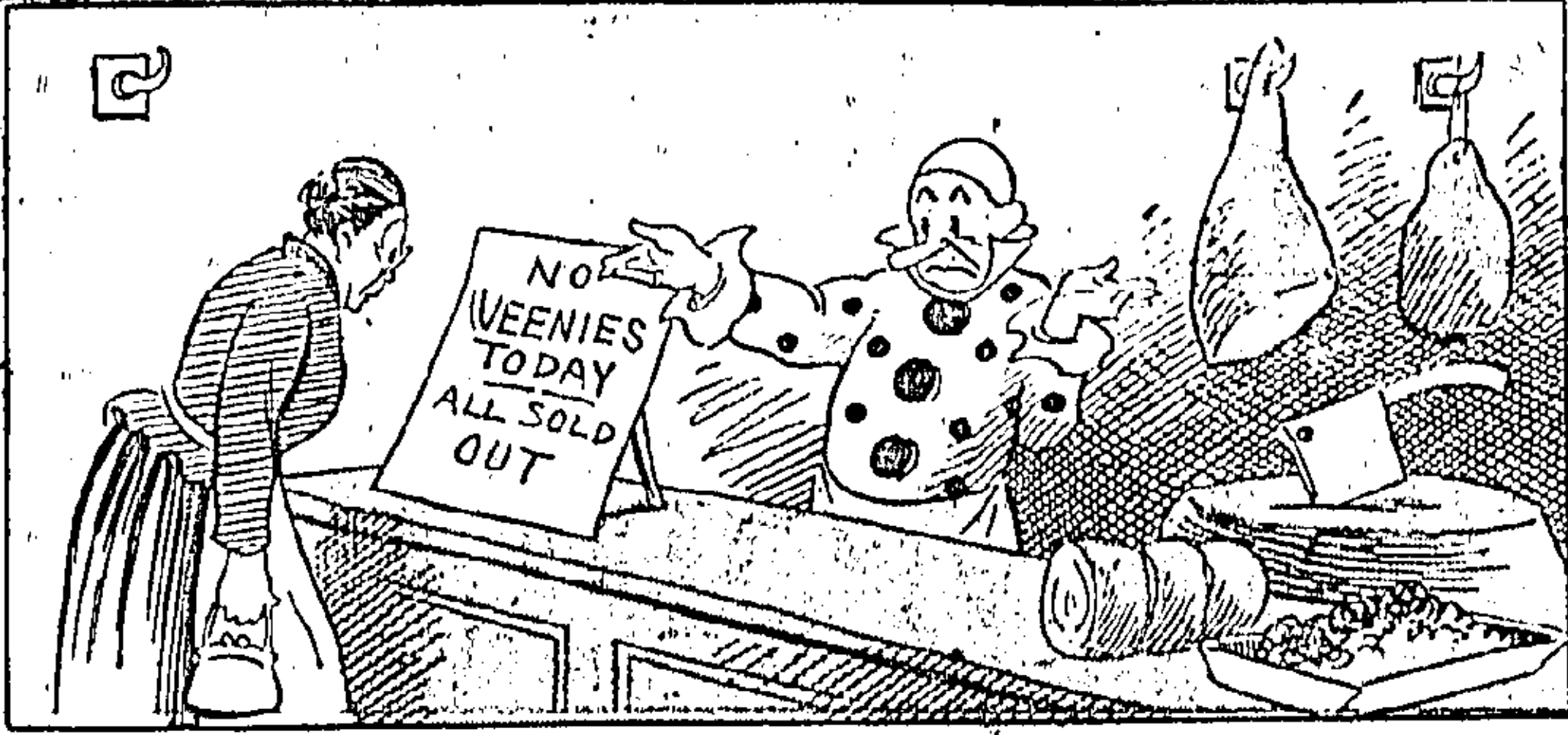
Among other business is an application for the registration of No. 91, Austin Road, Kowloon, ground floor, as a dairy.

Farrell, Mr. D. Gow, Mr. C. E. Ewens; Messrs. Hazel, and Fergusson; "Tyneside" Cup, Messrs. Henderson and Co.; "Canning Town" Cup, Messrs. Bond and Hatt; Captain Branch, Mr. Rindell, Mr. Purslow, "Galloway" Cup, Messrs. Russell and Co.; "Ayrshire" Cup, Messrs. J. Dobbie and Co.; "Belfast" Cup, Messrs.

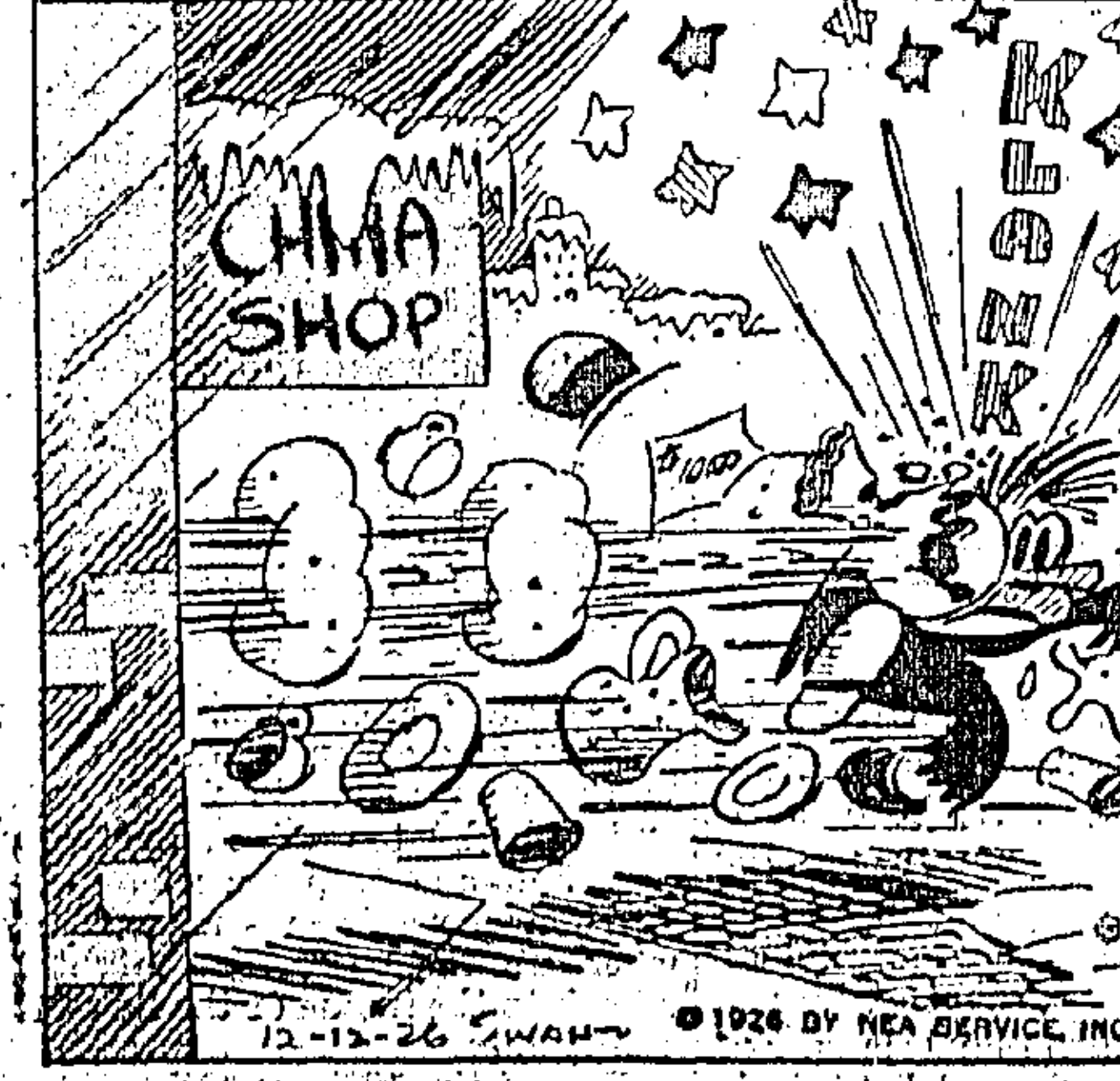
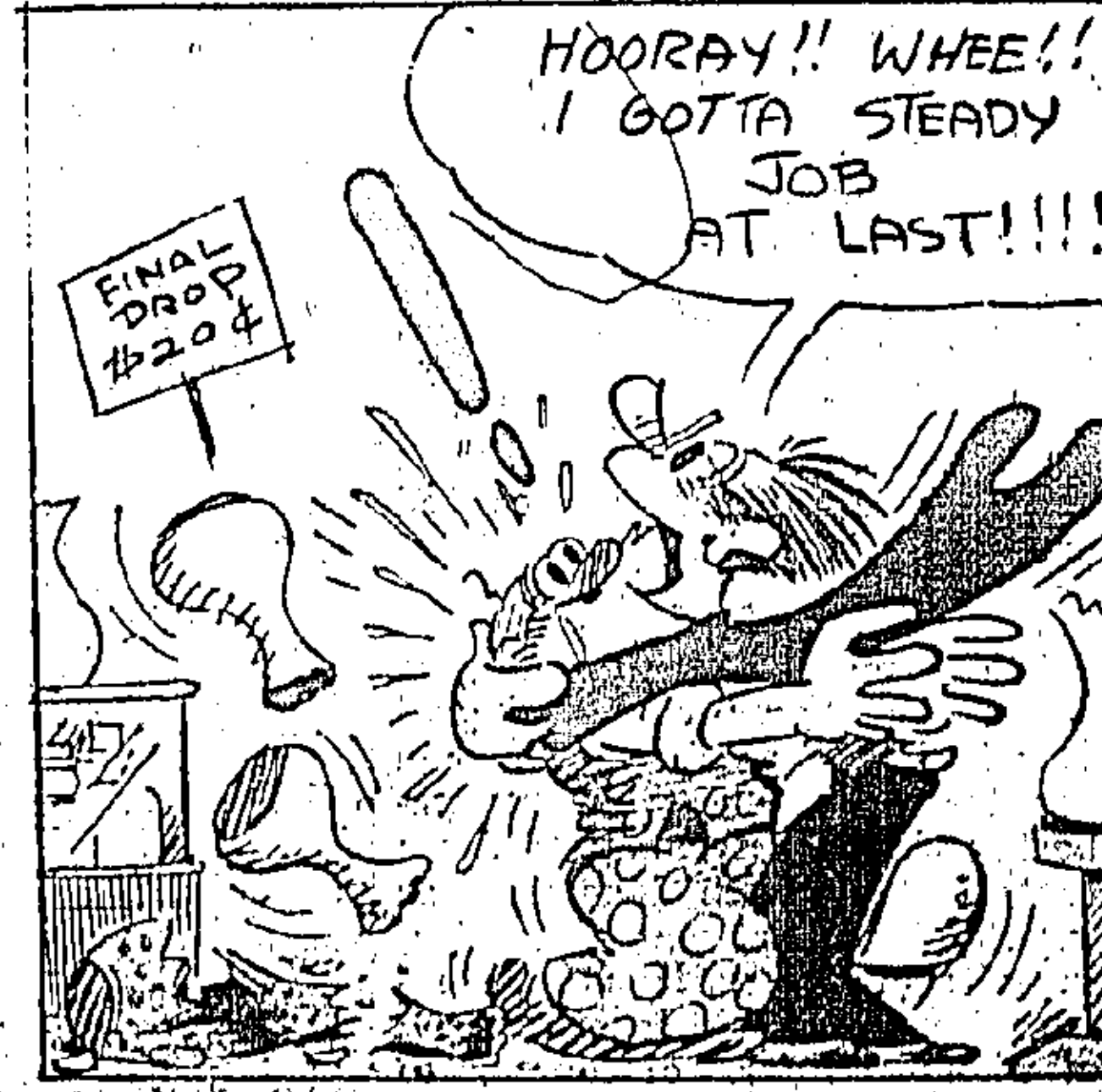
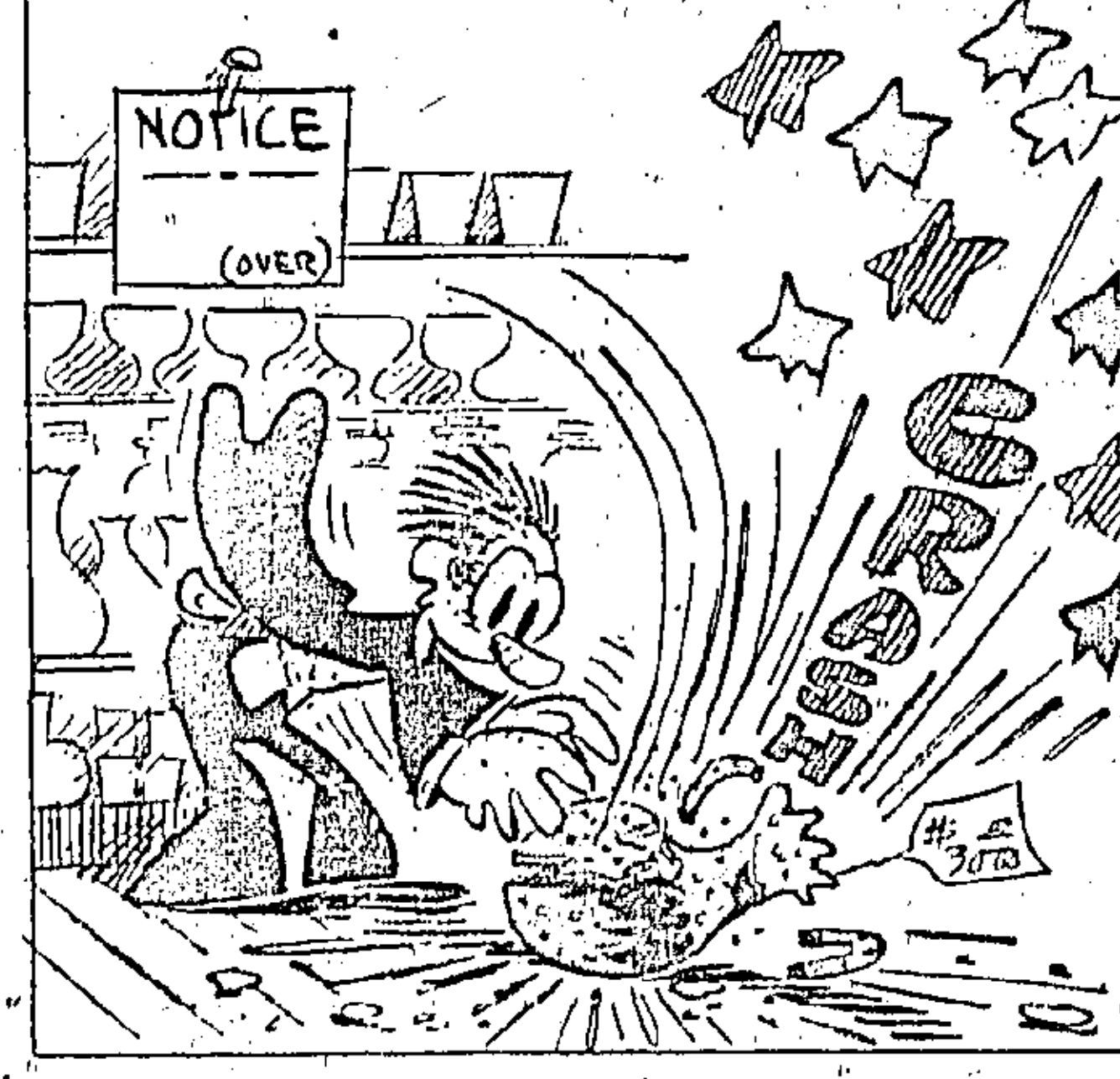
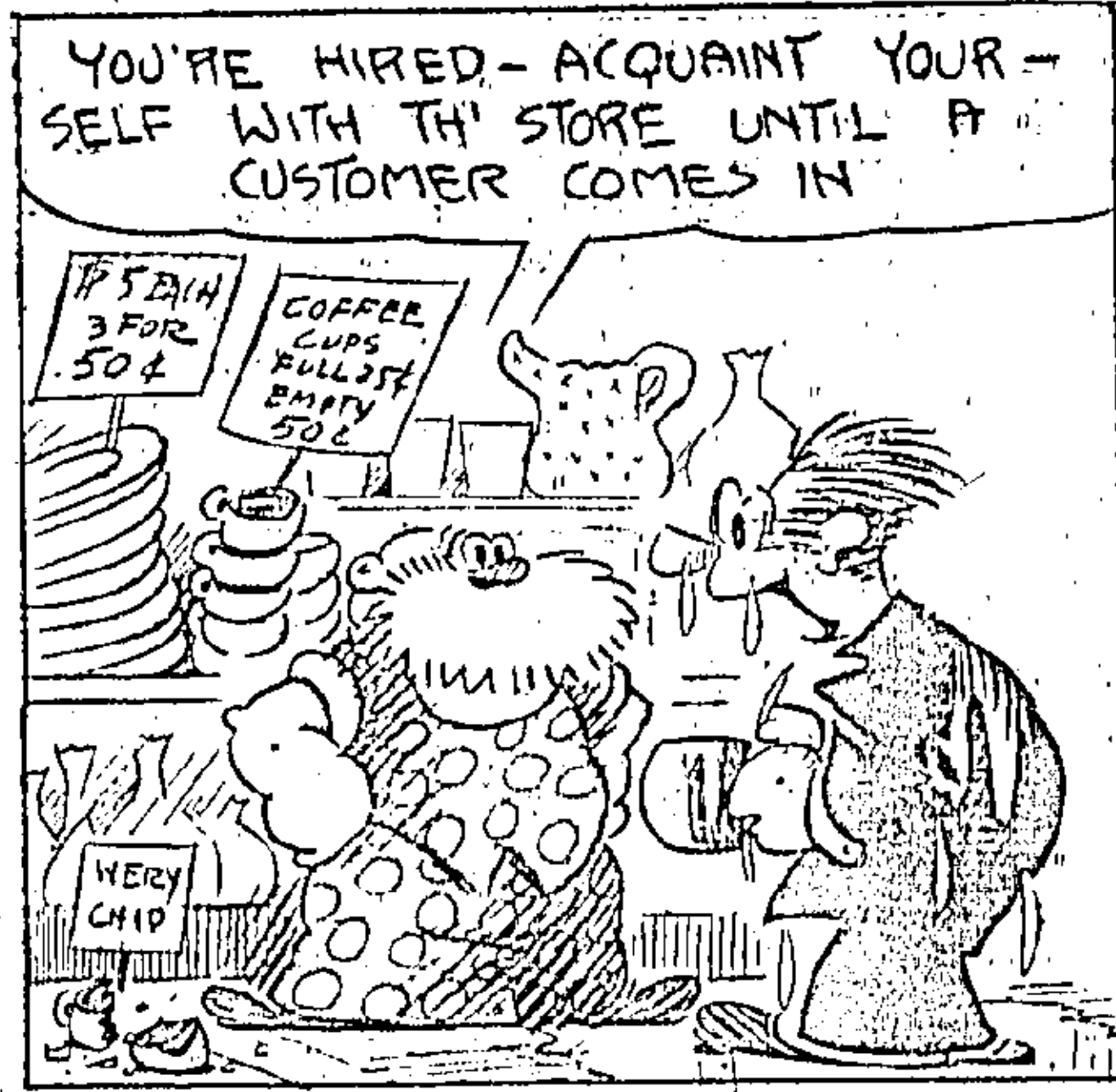
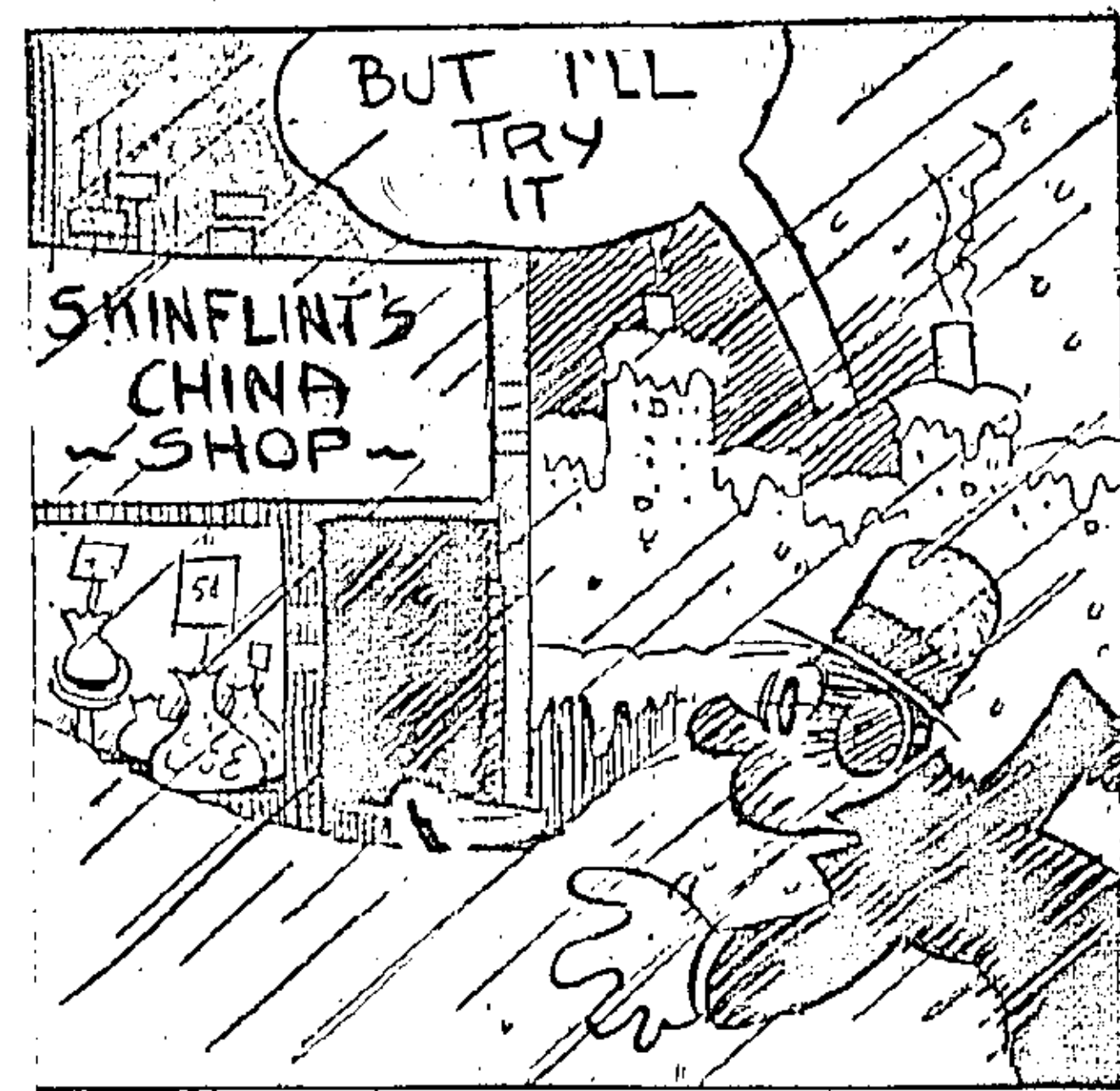
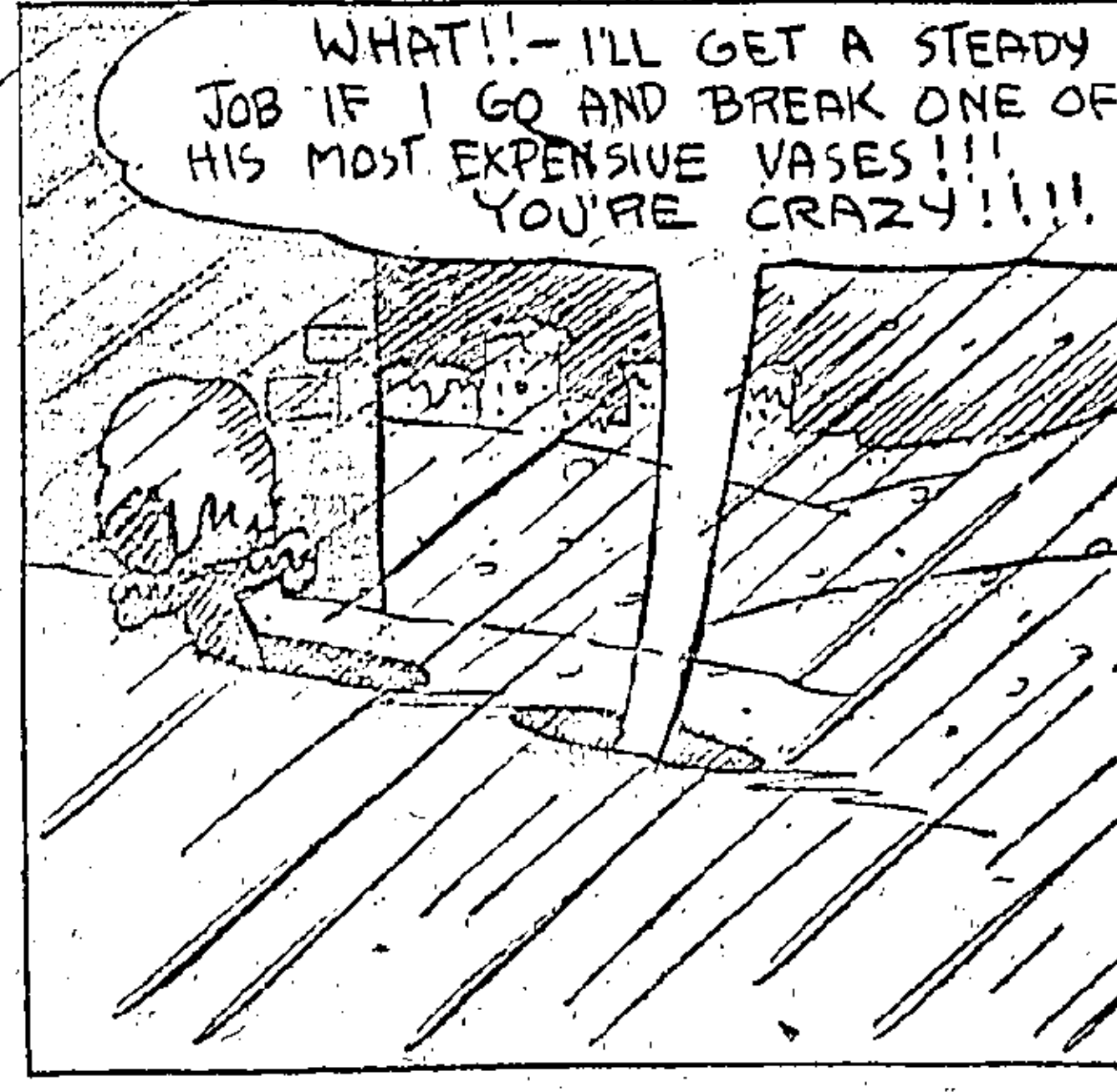
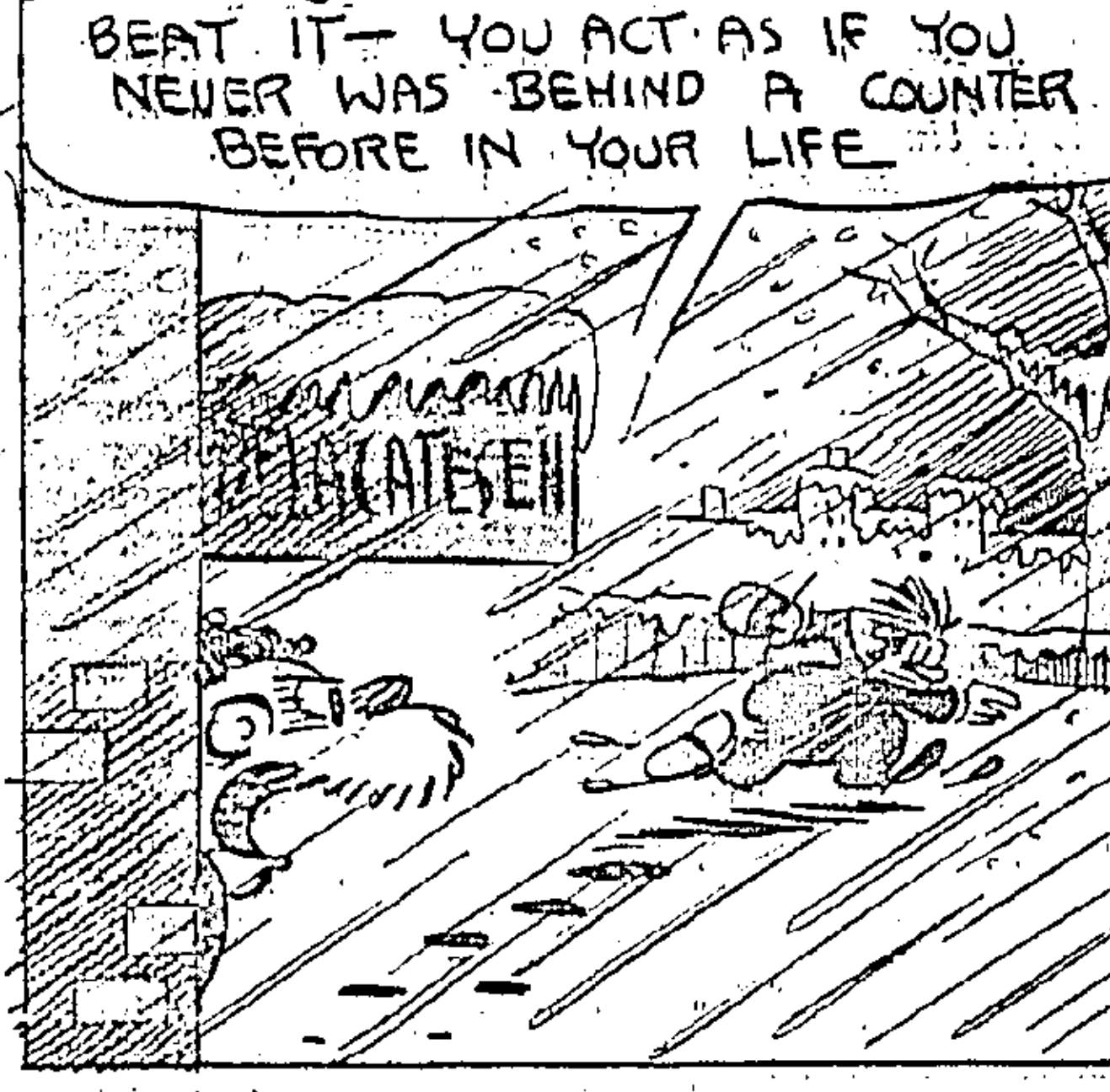
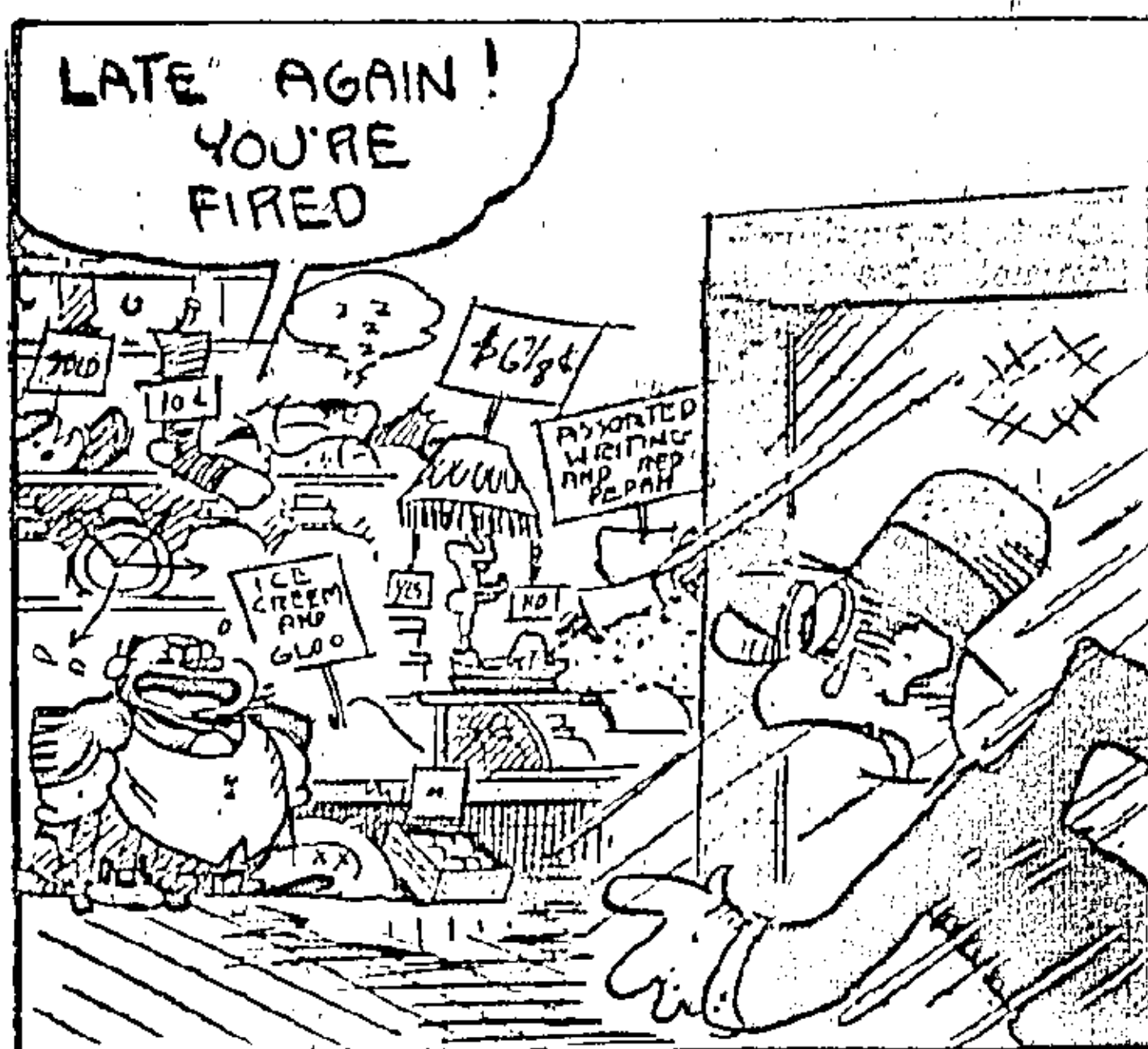
R. J. Dixon and Co.; "Press" Cup, Messrs. Wylie and Dobbie, Mr. J. H. Donithorne Mr. J. W. Matthews, Mr. D. Harvey, "Dundee" Cup; Mr. A. Chapman, Mr. Beach, and the Bookmakers' Association; Messrs. Wylie and McLaggan, "Auld Reekie" Cup, Tennis, Messrs. J. D. Thompson and T. Fergusson.

JO-JO THE Jester

by Jim Lavery



SALESMAN SAM



WHITMAN'S FOR STANDARD VALUE

HOME FOOTBALL.

YESTERDAY'S MATCHES.

Division I.		
Arsenal	2 Aston Villa	1
Bolton W.	4 Sheffield United	1
Burnley	3 Leeds United	2
Bury	0 Leicester C.	0
Liverpool	5 Cardiff C.	0
Manchester Un.	2 Derby C.	2
Newcastle U.	1 Huddersfield	0
Tottenham	1 West Ham	3

Division II.		
Blackpool	0 South Shields	1
Clapton O.	2 Southampton	0
Darlington	2 Manchester C.	2
Fulham	4 Swanset T.	3
Gainsby	0 Reading	1
Nottingham	1 Oldham A.	1
Portsmouth	1 Burnley	2
Port Vale	3 Middlesbrough	1
Preston N.E.	1 Hull City	0

Division III (South.)		
Brentford	1 Merthyr T.	1
Bristol City	3 Stockport C.	0
Brighton	1 Luton T.	1
Gillingham	2 Crystal Palace	1
Millwall	4 Exeter C.	2
Newport	0 Queen's Park	2
Plymouth	3 Charlton A.	1
Swindon	8 Bristol R.	1
Watford	1 Norwich C.	1

Division III (North.)		
Chesterfield	1 Nelson	1
Crewe A.	3 Stockport C.	0
Doncaster R.	3 Stoke	0
Lincoln City	5 Durham C.	1
New Brighton	3 Walsall	1
Southport	3 Barrow	0
Tranmere R.	0 Halifax Town	0
Wrexham	1 Bradford	0

LAWN BOWLS.

K.C.C. BEATEN BY K.B.G.C.

A lawn bowls match between the Kowloon Bowling Club and the Kowloon Cricket Club was played on the latter's green yesterday afternoon, resulting in a comfortable victory for the visitors. The results were as under:

Kowloon C.C. v. K.B.G.C.		
Hirst	Chapman	1
Strange	Hazell	1
Tachell	Hale	1
Pile	Harvey	21
Hamblyn	Duncan	1
Wragge	Randell	1
Goldenberg	Macfarlane	1
Gibson	Holland	16
Gorvin	Dobbie	1
Harrison	Slipper	1
Overy	Farrell	1
Hyde	Macfarlane	23
Kern	Stonham	1
Petheram	Dixon	1
Lammert	Muir	1
Hill	Russell	21

A return match will be played at the Kowloon Bowling Green Club on Monday.

COMPETITION RESULT.

ONE FORECAST OF NINE.

The results of last week's matches again proved upsetting, there being very few competitors amongst the large number who sent in coupons, who allowed for four drawn games. The winning coupon contained nine matches correctly forecasted, and this was sent in by—

H. J. Ma,
c/o Radio Office,
Hongkong.

If Mr. Ma will call at this office we shall have pleasure in handing him the prize.

CRICKET.

UNITED SERVICES LEAD OVER K. C. C.

There was some heavy scoring in the first day's play of the cricket match between the Kowloon Cricket Club and the United Services, which commenced yesterday afternoon and closed at dusk.

The home team, going in to bat first, compiled 180, to which Brace contributed 50, Goodwin 60, and Guest 33. Surpr. Comdr. Hull took 4 wickets for 40. The United Services, who were batting second, were drawn. This included a fine 81 by Capt. Dobbie, 42 from Lt. Tate, and 35 by Lt. Hunt.

The match continues to-day.

ICE HOCKEY.

OTTAWA "CENATORS" WIN WORLD'S CHAMPIONSHIP.

Ottawa, April 14.
The world's championship in professional ice hockey was won by the Ottawa "Cenators" defeating the Boston "Bruins" 3 to 1 in the final of Stanley Cup Competition in the presence of 10,000 spectators. —
Reuter's American Service.

LAWN TENNIS.

On Tuesday, T. Honda accounted for W. B. Cornaby in straight sets and gave one of his best displays this season. He was placing well and using a lot of force behind his strokes. On innumerable occasions he left Cornaby looking at balls which were hopelessly out of reach.

Honda won the first two sets without any effort and took things easy in the third with the result that he lost four games in succession after he had been leading 3-1. Being 5-3 down, he took the next four games and match.

All the other Open Singles matches were also decided in three sets. H. D. Rumjahn defeated J. Ede after a long struggle in the first set, while S. A. Rumjahn won easily against R. M. Henderson. Redmond disposed of Trambitsky and Morris beat Stark.

The full results were:
Open Singles.—T. Honda beat W. B. Cornaby, 6-0, 6-1, 7-6; S. A. Rumjahn beat R. M. Henderson, 6-1, 6-4, 6-1; H. D. Rumjahn beat J. Ede, 7-5, 6-1, 6-0; Capt. E. W. Morris beat C. C. Stark, 6-3, 6-1, 6-0; F. A. Redmond beat N. Trambitsky, 6-1, 6-4, 7-5.
Handicap Doubles.—L. M. S. Lloyd and W. A. Nowers (rec. 2/5) beat C. H. Eldridge and J. Hall (rec. 4/5), 6-4, 6-1.

Handicap Singles "A".—G. Miskin (rec. 15), 6-3, 6-2; L. Forster (owe 5/6) beat Dr. W. L. Thomas (rec. 3/5), 6-2, 6-2.

Yesterday's Results.

Open Doubles.—Yew Man-tsun and Yew Man-kit beat Major W. R. Stevenson and Rev. P. P. W. Alexander, 6-4, 6-3, and 6-3.
Handicap Singles "B".—H. V. Parker (rec. 15) beat T. Megary (owe 3/6), 9-7 and 6-3. W. M. Lyons (owe 15/2) beat Major J. P. S. Greig (rec. 1/6), 8-6 and 7-5.
Club Singles.—H. G. Howard beat S. M. Garrard, 6-1, 8-6, and 6-1.

TRAIN CRASH.

CANTONESE SOLDIERS KILLED.

Five Cantonese soldiers were killed and more than 50 others injured, many severely, when a fast-moving military train, bound from Shanghai to Nanking, crashed into an uncoupled railway car full of Cantonese soldiers near the Henglin Station, according to information obtained on Saturday last when many of the injured soldiers were brought to Shanghai. Information concerning the fatal crash reveals, says the *Shanghai Times*, that a military train of the First Cantonese Division started for Nanking from Shanghai and while passing through the section known as No. 53, close to the flag signal east of the Tsishuyen Station, the last wagon, which was a 40-ton car containing military stores and scores of soldiers, became uncoupled in some unexplained manner.

The mishap was not discovered until the arrival of the train at Changchow Station, when telegrams were immediately dispatched to the stationmaster at Tsishuyen, instructing him to stop any trains from entering their respective sections of the line, owing to the presence of the uncoupled wagon on the main line.

The message came too late, however, for the 8th Military Train from Shanghai to Nanking had already passed through the Henglin Station and there was no available method of stopping the on-rushing train and preventing the inevitable crash.

The military train struck the uncoupled wagon with terrific force, completely derailing the wagon and smashing the front end. As soon as news of the wreck was received requests for relief were telegraphed to Changchow Station and a relief train was hurriedly sent out. Workers accompanied the train and the line was speedily cleared of the wreckage and the injured cared for. One special train carried a number of injured to Changchow and others were later brought to Shanghai. A inquest is to be held in reference to the five dead.

EXCITING TIMES.

LATEST NEWS FROM UP RIVER.

DIFFICULT PILOTING WORK.

The str. Ihling arrived in Shanghai from Chungking at noon on Sunday last with a passenger list of 60, including British and American missionaries, with a sprinkling of German, Russian and Danish refugees and one Norwegian. As usual the boat was overcrowded and the majority of the men had to sleep on deck. At Kiukiang the vessel picked up four British and American women who had come out from Nanchang.

The Ihling left Chungking on March 31, and 90 Japanese, 10 or 15 French, other Swiss and German nationals are leaving the city as soon as transportation can be provided. Six ships left together in order, Ihling, H.M.S. Mantis, Shutung, H.M.S. Teal, Yukung and H.M.S. Widgeon. The Ihling was the only one however, to arrive yesterday, the remainder waiting at Hankow and ports to bring others from the hinterland.

Praise for Pilot.

Passengers and crew of the Ihling praised Captain Thorneycroft of the Ihling, who turned his craft over to another, and volunteered to bring down the Mantis in six feet of water, when Chinese pilots tried to hold her in Chungking. According to reports, had it not been for Captain Thorneycroft's nautical skill and knowledge of the river the convoy could not have left. At places in the rapids where they ran as high as 18 knots an hour, the Mantis had less than 20 ft. on her beam, but the river captain navigated her to perfection. The British Vice-Admiral at Hankow, it is reported, thanked Captain Thorneycroft for his invaluable services, while the American authorities expressed their appreciation.

Postal Commissioner's Story.

Mr. E. F. S. Newman, Commissioner of Posts in Chungking, arrived yesterday, told a representative of the *N. C. Daily News*, of the down trip, as follows:—"We could not leave when we wanted, because of the action of the Chinese pilots, who refused to take the Mantis. Captain Thorneycroft, however, took her over and we started at day break of March 31."

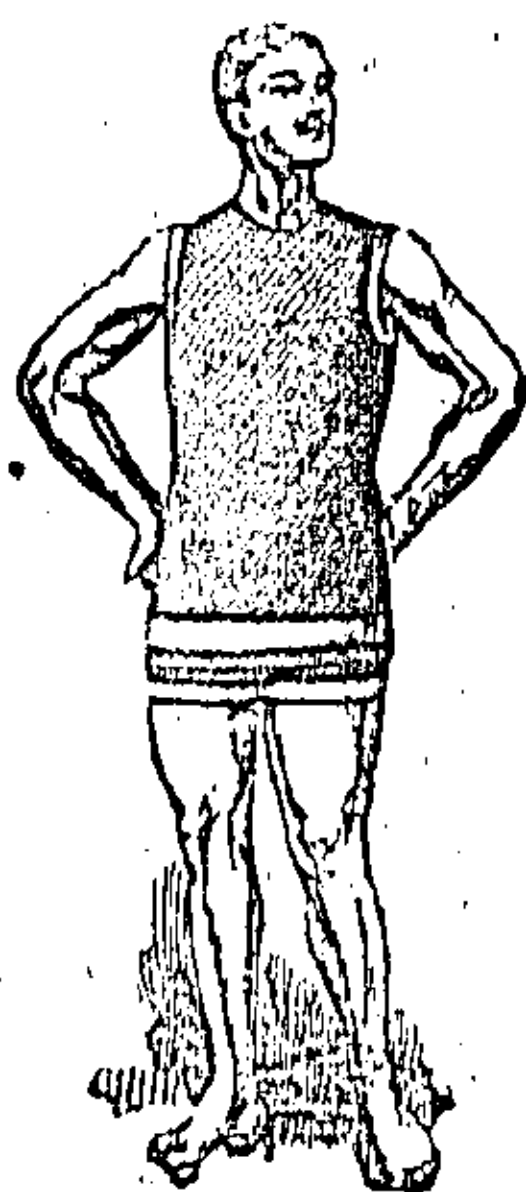
"In the rapids Chinese on shore fired at the Shutung. The Teal replied with machine guns and her heavy guns. There were no casualties in the convoy, but there must have been about 20 or 30 on shore."

"At Ichang there was a big demonstration against Japanese and other foreigners. No one was permitted to leave the ships. Natives crowded round the ships and tried to persuade the crews to desert, but as they had their wives and families on board, they refused, choosing the foreign protection. We left at dawn on April 5."

"We got to Hankow on Thursday. Conditions there are very bad. The Nationalist Army had besieged the Japanese Concession. They placed three-inch guns and machine guns on the outskirts. No one was permitted to go ashore. The Japanese were evacuating as fast as ships came in. Some other foreigners remained there. The Ihling was the only one to come on, the others remaining to bring more refugees. We were informed that the majority of the British gunboats would arrive here within the next few days. On Friday we passed Kiukiang, escorted by destroyers."

"H.M.S. Veteran certainly raised havoc with the shore battery near Chinkiang," added Mr. Newman. "We saw the debris of huts and gun emplacements—the Chinese had six 6-inch guns mounted there, but they could not stand up to the battery of sixes which H.M.S. Veteran turned on them. The Kiukiang Forts, to all intents and

HAPPY DAYS



Get ready for the joyous Bathing Season by selecting a smart costume now—they are just in.

PRICES RANGE

FROM

\$5.50 to 17.50

Lane, Crawford, Ltd.

MEN'S WEAR STYLISTS.

NICARAGUAN REVOLT.

TIMBER CONCESSIONS TO BE SAFEGUARDED.

Washington, April 14.
Admiral Latimer, the commander of the United States forces in Nicaragua, has advised the State Department that the representatives of the Conservatives and Liberals in Nicaragua have signed an agreement safeguarding foreign lumber companies and stipulating that none of the lumber plants shall be molested by either of the Nicaraguan factions.

The employees will not be molested near the timber concessions commandeered.
An American naval officer witnessed the agreement, any disputes concerning which he will finally decide.—*Reuter's American Service*.

A coloured Baptist preacher and one of his deacons engaged in controversy with the congregation at Dallas, Texas. So the preacher took hammer and axe and tore down the church, while the deacon stood off the members with a gun. Now the two are charged with theft of the church, its value quoted at \$545.

Referring to events in Chungking of April 1, Mr. Newman said that they had been informed that the labourers and Boy Scouts tried to call out the crew from the Chinan, which stayed there to take on refugees from Chengtu. They were warned off on several occasions, but insisted on coming. Finally the American guard opened fire, killing one and wounding five. U.S. Monocacy and the Socony boat Mellu were still in port when the Ihling left, but they were expected down at almost any moment.

The treachery of the Chinese pilots at the wheel of the Mantis was also related by Mr. Newman. With Captain Thorneycroft on the bridge whilst going through the rapids, one of them tried on three occasions to beach the Mantis, rather run it on the rocky sides. Captain Thorneycroft, at last requested the executive officer to put the man below into the brig, or where he would not be able to do any harm.

The day after the convoy left Chungking, Mr. Newman concluded, they had heard that the mobs had beaten two Germans, two Russians and a Greek. Agitators had also staged a large anti-foreign demonstration in Chengtu.

BANQUE DE L'INDO-CHINE.

HEAD OFFICE:

94, Boulevard Haussmann, Paris.
Subscribed Capital Fr. 72,000,000.00
Paid Capital Fr. 68,400,000.00
Reserve Fund Fr. 89,354,519.10

BRANCHES:
BANGKOK, HONGKONG, SHANGHAI, HANKOW, SWATOW, CANTON, HAIKOW, YOKOHAMA, MANILA, CEBU, SOERABAYA, BATAVIA, SINGAPORE, BOMBAY, CALCUTTA, COLOMBO, RANGOON, PANAMA, COLON, SAN FRANCISCO, HONOLULU, PEKING, TIENTSIN, YOKOHAMA, KOBAY, KANGAR, KUALA LUMPUR, YOKOHAMA.

in FRANCE:—Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Societe Generale; in LONDON:—The National Provincial and Union Bank of England, Ltd.; Comptoir National d'Escompte de Paris; Credit Lyonnais; in NEW YORK:—J. P. Morgan & Co.

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.
Every description of banking and exchange business transacted.
Safe Deposit Boxes to let.
CH. LEM, Manager.
Hongkong, 26th February, 1927.

THE MERCANTILE BANK OF INDIA LIMITED.

15, Gracechurch Street, London, E.C. 4.
Subscribed Capital £2,000,000
Paid-up Capital £2,000,000
Reserve Fund £1,150,000

BANKERS:
The Bank of England and Midland Bank, Limited.
BRANCHES:
Bangkok, Bombay, Calcutta, Canton, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Every description of Banking and Exchange Business Transacted.
Interest allowed on Current Accounts to 2 per cent. per annum on Daily Balance and on Fixed Deposits at Rates that may be ascertained on application.
C. L. C. SANDER, Manager.
5, Queen's Road Central, Hongkong, April 17th, 1926.

THE CHINA JOURNAL.

THE APRIL ISSUE.

Despite the hard times, *The China Journal* makes its appearance with unfailing regularity. We have for review a copy of the April issue and find our task a most agreeable one. It is to be hoped that the rather startling title of the leader by Mr. A. de C. Sowerby entitled "Give Us Men" will serve as a challenge to those "good men and true in China" who are fitted by ability and training for intelligent leadership in the service of their country. "Nowhere in the world is the need for men of strength and character so great as in China, and until that need is met, until the young men of China to-day, those who have received the right training, have the courage to come out wholeheartedly on the side of right and truth and justice, there is little hope for the country they love."

"Mei Lan-fang in the Role of Yang Kuei-fel," by Shu Chung, is a delightful appreciation and criticism of China's gifted actor in the ever popular drama built around one of the four famous beauties of China, Yang Kuei-fel, the fascinating but treacherous concubine of the dissolute Emperor Ming Huang.

There are many other very interesting features.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

Authorized Capital \$20,000,000
Issued and Fully Paid-up \$20,000,000
Reserve Fund:—
Sinking \$2,000,000
Silver \$15,000,000
Reserve Liability of Proprietors \$20,000,000

HEAD OFFICE: HONGKONG.
Court of Directors:
Hon. Mr. D. G. M. Bernard,
Chairman.
A. H. Compton, Esq.,
Deputy Chairman.

W. H. Bell, Esq., J. A. Plummer, Esq.,
N. S. Brown, Esq., R. G. Wells, Esq.,
W. L. Patterson, Esq., H. P. White, Esq.,
Acting Chief Manager:
Hon. Mr. A. C. Hynes

BRANCHES:—
AMOI, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CHEFOO, COLOMBO, Dairen, FOCHOW, HAIKOW, HANKOW, HONGKONG, HONOLULU, IPOH, KOBAY, KUALA LUMPUR, KUALA YOKOHAMA, LONDON, LYONS, MALACCA, MANILA, MOERBEI, NEW YORK, PEKING, PENANG, RANGOON, SAN FRANCISCO, SHANGHAI, SINGAPORE, SOERABAYA, SUNGAI PATANI, TIENTSIN, TOKYO, TRINGTAO, YOKOHAMA.

Current Accounts opened in Local Currency and Fixed Deposits received for use or shorter periods in Local Currency and Sterling on terms which will be quoted on application.
Hongkong, 26th February, 1927.

HONGKONG SAVING BANK.

The Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
C. C. HYNES,
Acting Chief Manager.

THE BANK OF CANTON, LIMITED.

Established 1822.
HEAD OFFICE: HONGKONG.
Authorized Capital (Hong Kong Currency) \$11,000,000.
Paid-up Capital (Hong Kong Currency) 8,004,200.
Reserve Fund (Hong Kong Currency) 860,000.

BRANCHES:—Canton, Shanghai, Hankow, Swatow, Hongkong, New York and San Francisco.
LONDON BANKERS:—The Lloyd's Bank Limited.
Correspondence in all principal Cities of the World.
Foreign exchange and Banking business of every description transacted.
Safe Deposit Boxes (various sizes) at a yearly rental of from \$5 to \$50.
LOOK POON SHAN, Chief Manager.
Hongkong, 19th February, 1927.

NEDERLANDSCHE HANDEL MAATSCHAPPIJ.

(Netherlands Trading Society Bank.)
BANKERS.
ESTABLISHED 1824.

Hongkong office: 11, Queen's Road, Central.
Authorized Capital Guilders 100,000,000.
Paid-up Capital (Gld. 25,000,000.)
Reserve Fund (Gld. 25,000,000.)
Special Reserve (Gld. 25,000,000.)

Head Office:—AMSTERDAM.
BRANCHES:—Batavia, Bandoeng, Bencoolen, Birmah, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.
These offices have safe deposit boxes to let.
London Bankers:—National Provincial Bank, Ltd.
Correspondents all over the world.
BANKING BUSINESS OF EVERY DESCRIPTION TRANSACTED.
O. STEENSTRA, Manager.
Hongkong, 23th March, 1927.

THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE: HONGKONG.
10, Des Voeux Road, Central, Hongkong.
Authorized Capital \$10,000,000
Paid-up Capital \$5,000,000
Reserve Fund (1926) \$1,200,000

BRANCHES AND AGENCIES:—
Batavia, Bencoolen, Birmah, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.
Correspondents in all principal cities of the world.
Every description of Banking and Exchange business transacted. Loans granted on approved securities.
SAFE DEPOSIT BOXES to let.
KAN TONG PO, Chief Manager.
Hongkong, 21st March, 1927.

THE YOKOHAMA SPECIE BANK, LIMITED.

(Established 1880.)
Capital (fully paid up) Y. 100,000,000
Reserve Fund Yen 92,500,000

HEAD OFFICE:—YOKOHAMA.
Branches and Agencies at:
Alexandria, Batavia, Bencoolen, Birmah, Calcutta, Canton, Cebu, Hongkong, Kobe, London, Lyons, Manila, Peking, Rangoon, Shanghai, Singapore, Soerabaya, Swatow, Tientsin, Yokohama.

Interest allowed on Current Accounts and Fixed Deposits. Terms on application.
Every description of Banking business transacted.
Loans granted on approved securities.
Special facilities for Home Exchange.
TSU YEN WIL, Manager.
Hongkong, 15th March, 1927.

THE CHARTERED BANK OF INDIA, AUSTRALIA & CHINA.

(Incorporated by Royal Charter 1824.)
HEAD OFFICE: LONDON.
Paid up Capital \$10,000,000
Reserve Fund \$10,000,000
Reserve Liability of Proprietors \$10,000,000

Agencies and Branches:
ALOR STAR, AMOY, BANGKOK, BATAVIA, BOMBAY, CALCUTTA, CANTON, CEBU, CHONGKING, COLOMBO, DAIREN, FOCHOW, HAIKOW, HANKOW, HONGKONG, HONOLULU, IPOH, KOBAY, KUALA LUMPUR, KUALA YOKOHAMA, LONDON, LYONS, MALACCA, MANILA, MOERBEI, NEW YORK, PEKING, PENANG, RANGOON, SAN FRANCISCO, SHANGHAI, SINGAPORE, SOERABAYA, SUNGAI PATANI, TIENTSIN, TOKYO, TRINGTAO, YOKOHAMA.

Foreign Exchange and General Banking business transacted.
Current Accounts opened and Fixed Deposits received for use or shorter periods at rates which will be quoted on application.
J. R. GEORGE, Manager.
Hongkong, 26th February, 1927.

THE NATIONAL CITY BANK OF NEW YORK.

Capital, Surplus and Undivided Profits U.S.\$140,000,000

Commercial and Travellers' Letters of Credit, Travellers' Cheques, Bills of Exchange and Cable Transfers bought and sold. Current accounts and Savings Bank accounts opened and Fixed Deposits in local and foreign currencies taken at rates that may be ascertained on application to the Bank.

HEAD OFFICE: 55, Wall Street, New York.

Branches in:

ARGENTINE, AUSTRIA, BELGIUM, BRAZIL, CANADA, CHINA, CUBA, DOMINICAN REPUBLIC, FRANCE, GERMANY, ITALY, JAPAN, KOREA, MEXICO, PANAMA, PERU, PORTO RICO, STRAITS SETTLEMENTS, URGUAY, VENEZUELA.

We are also able to offer our Customers the services of the Branches of the International Banking Corporation in San Francisco, Spain and the Philippine Islands.

G. HOGG, Manager.
Hongkong, 7th January, 1927.

行 公 司 工 法 中

BANQUE FRANCO-CHINOISE.

pour le Commerce et l'Industrie.

(Incorporated in France.)
5, Chater Road, Victoria, Hongkong.
HEAD OFFICE: 74, Rue de la Paix, Paris.

Capital Frs. 20,000,000
Reserves Frs. 11,000,000
Special Working Capital Frs. 60,000,000

BRANCHES:

Paris, Lyons, Marseilles, Saigon, Haiphong, Hankow, Peking, Shanghai, Tientsin, Canton and Hongkong.
BANKERS:
France: Societe Generale, Banque National de Credit, Banque de Paris et des Pays Bas.
London: Midland Bank, Ltd.
New York: Irving Bank, Columbia Trust Co.
Every description of Banking and Exchange business transacted. Correspondence through out the world.
A. ELLIOT, Manager.
Hongkong, March 11th, 1924.

THE BANK OF CHINA.

SPECIALY AUTHORIZED BY PRESIDENT TIAL MANDATE OF THE REPUBLIC OF CHINA ON THE 22ND OF NOVEMBER, 1917.

Authorized Capital \$20,000,000.00
Paid-up Capital \$12,720,000.00
Reserve Funds \$ 9,280,000.00

HEAD OFFICE PEKING.

HONGKONG BRANCH:

4, Queen's Road Central.

Branches and Sub-branches all over China and correspondents in Europe, America and other parts of the world.

LONDON BANKERS:—

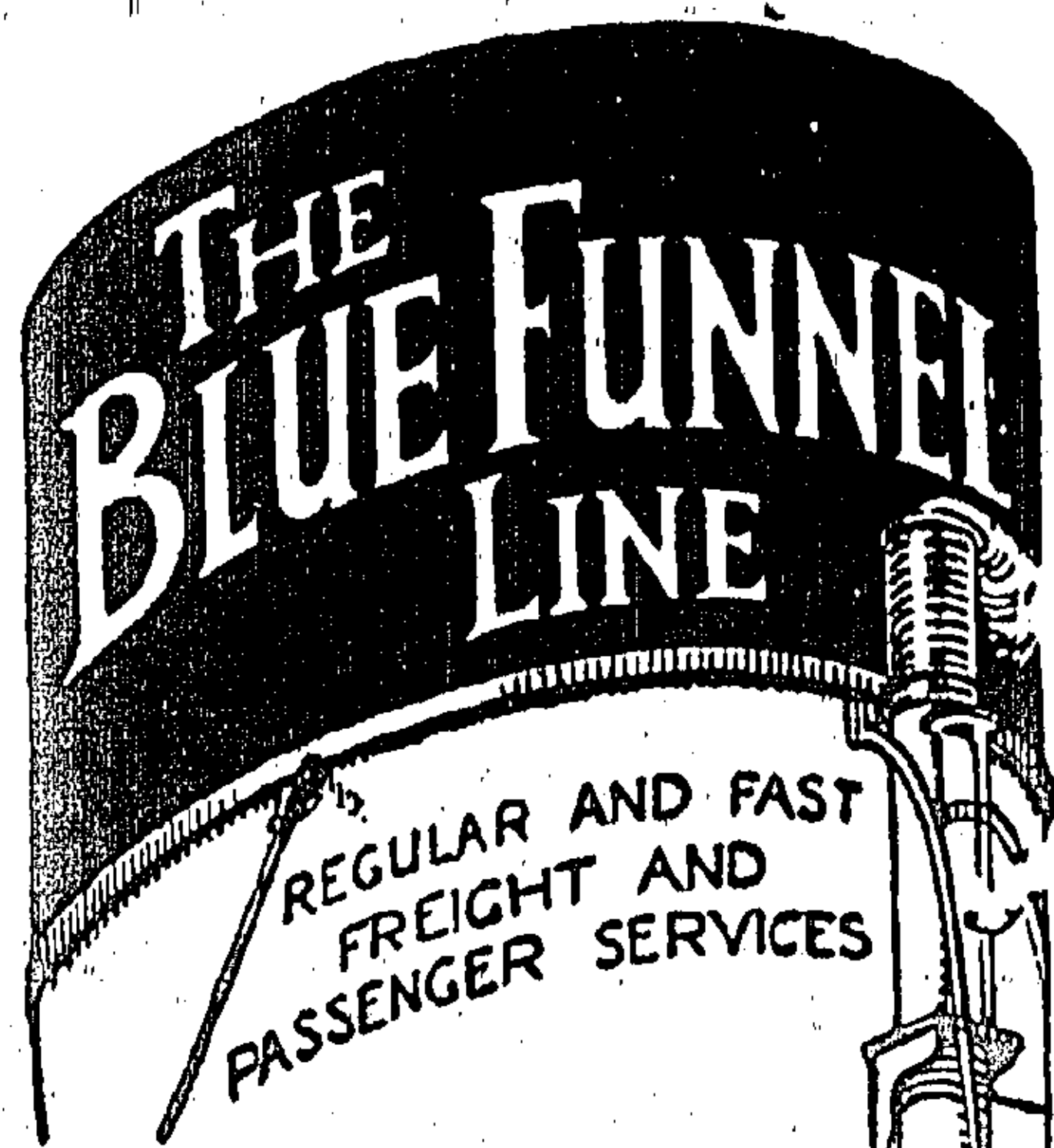
The National Provincial and Union Bank of England Limited.

The Guaranty Trust Company of New York.

NEW YORK BRANCHES:—

The Irving National Bank, The Equitable Trust Company of New York.

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LONDON SERVICE

"HEXENOR" 19th Apr. M'les, London, R'dam, H'burg & Hull
 "HECTOR" 4th May. Marseilles, London, R'dam & Glasgow
 "CALOHA" 17th May. Marseilles, London, R'dam & H'burg
 "AENEAS" 31st May. Marseilles, London, R'dam & Glasgow
 * Call at Consulate.

LIVERPOOL SERVICE

"NINGHON" 15th Apr. Genoa, Havre, Liverpool & Glasgow
 "KEEMON" 15th May. Genoa, Havre, Liverpool & Glasgow
 "THENEUS" 29th June. Genoa, Havre, Liverpool & Glasgow
 "CANPA" 29th July. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE

via KOBE & YOKOHAMA

"TYNDAREUS" 27th Apr. Victoria, Vancouver & Seattle
 "PROTESILAUS" 19th May. Victoria, Vancouver & Seattle

NEW YORK SERVICE

"EUMAEUS" 8th May. New York, Boston & Baltimore
 "ELPENOR" 5th June. New York, Boston & Baltimore

PASSENGER SERVICE

"HECTOR" 4th May. Singapore, Marseilles & London
 "AENEAS" 31st May. Singapore, Marseilles & London
 "SARPEDON" 29th June. Singapore, Marseilles & London
 "PATROCLUS" 27th July. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced rates.

For freight and passage rates and information apply to:
Butterfield & Swire,
 Agents.

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

(Admiral Oriental Line)

JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE

THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI,
KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT MCKINLEY ... Tues., April 26th
 PRESIDENT LINCOLN ... Tuesday, May 10th
 PRESIDENT CLEVELAND ... Tuesday, May 24th
 PRESIDENT PIERCE ... Tuesday, June 7th
 PRESIDENT TAFT ... Tuesday, June 21st

Thereafter Fortnightly Sailings on Tuesdays.

HONGKONG TO EUROPE

SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway lines across United States and
 Canada, with liberal stop-over privileges for sight-seeing.
 Ask for information. Following are suggested itineraries:

From Hongkong	Via	Connecting with Steamship	From N. York	Arriving at
Apr. 20	Seattle	Geo. Washington	May 18	P'mth C'brg May 27
Apr. 26	San Francisco	Republic	May 28	P'mth C'brg June 6
May 4	Seattle	Aquitania	May 31	C'brg S'mptn June 5
May 10	San Francisco	Lothian	June 11	C'brg S'mptn June 17
May 18	Seattle	Geo. Washington	June 15	P'mth C'brg June 23
May 24	San Francisco	Majestic	June 25	C'brg S'mptn July 1
June 1	Seattle	Berengaria	June 28	C'brg S'mptn July 5
June 7	San Francisco	Olympic	July 8	C'brg S'mptn July 15
June 15	Seattle	Aquitania	July 13	C'brg S'mptn July 19
June 21	San Francisco	Homeric	July 23	C'brg S'mptn July 29
June 29	Seattle	Majestic	July 27	P'mth C'brg Aug. 3
July 5	San Francisco	Majestic	Aug. 6	C'brg S'mptn Aug. 12

TO SEATTLE AND VICTORIA VIA SHANGHAI,

KOBE AND YOKOHAMA.

"THE FAST SHORT ROUTE"

PRESIDENT TAFT ... Wednesday, April 20th
 PRESIDENT JEFFERSON ... Wednesday, May 4th
 PRESIDENT GRANT ... Wednesday, May 18th
 PRESIDENT MADISON ... Wednesday, June 1st
 PRESIDENT JACKSON ... Wednesday, June 15th

Thereafter Fortnightly Sailings on Wednesdays.

TO EUROPE AND NEW YORK.

VIA MANILA, STRAITS, COLOMBO, SUEZ-
 PORT SAID-ALEXANDRIA-NAPLES
 -GENOA-MARSEILLES.

Thence to BOSTON and NEW YORK.

PRESIDENT ADAMS ... Tuesday, Apr. 26th 8.00 a.m.
 PRESIDENT GARFIELD ... Tuesday, May 10th 8.00 a.m.
 PRESIDENT HARRISON ... Tuesday, May 24th 6.00 a.m.
 PRESIDENT MONROE ... Tuesday, June 7th 8.00 a.m.
 PRESIDENT WILSON ... Tuesday, June 21st 6.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

TO MANILA.

PRESIDENT MCKINLEY ... Monday, Apr. 18th 6.00 p.m.
 PRESIDENT ADAMS ... Tuesday, Apr. 26th 8.00 a.m.
 PRESIDENT JEFFERSON ... Tuesday, Apr. 26th 6.00 p.m.
 PRESIDENT LINCOLN ... Monday, May 2nd 6.00 p.m.
 PRESIDENT GARFIELD ... Tuesday, May 10th 8.00 a.m.

For Passenger and Freight Rates apply to

ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR
 Telephone Central 2477, 2478 & 705.

HONGKONG, CANTON &
MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT
 CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong—Daily at 2 a.m. and 8 a.m. { (Sundays 2 a.m. only).
 Sailings from Canton—Daily at 8 a.m. and 3 p.m. { (Sundays 3 p.m. only).

Steamer sails from Hongkong on

17th 18th 19th 20th April at 1 a.m. instead of 2 a.m.
 and returns from Canton at 3 p.m. same day.

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sunday: 9 A.M. only.)
 FROM MACAO: 8 A.M. and 2 P.M. daily. (Sunday: 3.30 P.M. only.)

MACAO RACES
SPECIAL WEEK-END SAILINGS.

Saturday 23rd April

From Hongkong 8.00 a.m. "SUI AN"
 3.00 p.m. "SUI TAI"

Sunday 24th April

From Hongkong 8.00 a.m. "SUI AN"
 9.00 p.m. "SUI TAI"

HOLLAND EAST ASIA LINE
OF THE
United Netherlands Navigation Company

Regular four-weekly service between
 Japan, Vladivostok, China, Hongkong,
 Manila, Singapore

AND
 Genoa, Rotterdam, Amsterdam,
 Hamburg, Bremen and North
 Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. SALABANGKA ... 15th May.
 S.S. OLDEKERK ... 13th June.
 S.S. GEMMA ... 10th July.

Arrivals From Europe.

S.S. OLDEKERK ... 3rd May.
 S.S. GEMMA ... 30th May.
 S.S. ZOSMA ... 27th June.

All steamers have a limited accommodation for passengers.

For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LUN.

Tel. Central No. 1574.

Agents, York Building.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL'S.S. CO., LTD.

[SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE]

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF WELLINGTON" Havre, London, Rotterdam & Hamburg ... 5th May.
 S.S. "CITY OF PEKIN" ... Havre, London & Hamburg ... 5th June.

AUSTRALIA AUSTRAL-EAST INDIES LINE

Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA"
 to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.

Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE AMERICAN AND MANCHURIAN LINE

S.S. "CITY OF DUNKIRK" ... via Suez Canal ... 19th April.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK AMERICAN & ORIENTAL LINE

M.V. "FORREBANK" ... via Suez Canal ... 22nd May.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE

S.S. "TINHOW" ... From Hongkong ... 25th April.

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and
 Capetown.

Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Ohinde, Inhambane,
 Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:—

Telephone Central 4791.

THE BANK LINE, LTD.

SHIPBUILDERS.

SHIP REPAIRERS.

BOILER MAKERS.

FORGE MASTERS.

OXY-ACETYLENE AND

ELECTRIC WELDERS.

MECHANICAL AND

ELECTRICAL

ENGINEERS.

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP

TO 3000 TONS DISPLACEMENT.

ELECTRIC CRANE AT SEA WALL CAPABLE OF

LIFTING 100 TONS AT 70 FEET RADIUS.

TEL. ADDRESS: "TAIKOODOCK" HONGKONG.

TELEPHONE NO. 212

CALL FLAG: "C" OVER "ANS. PENHANT."

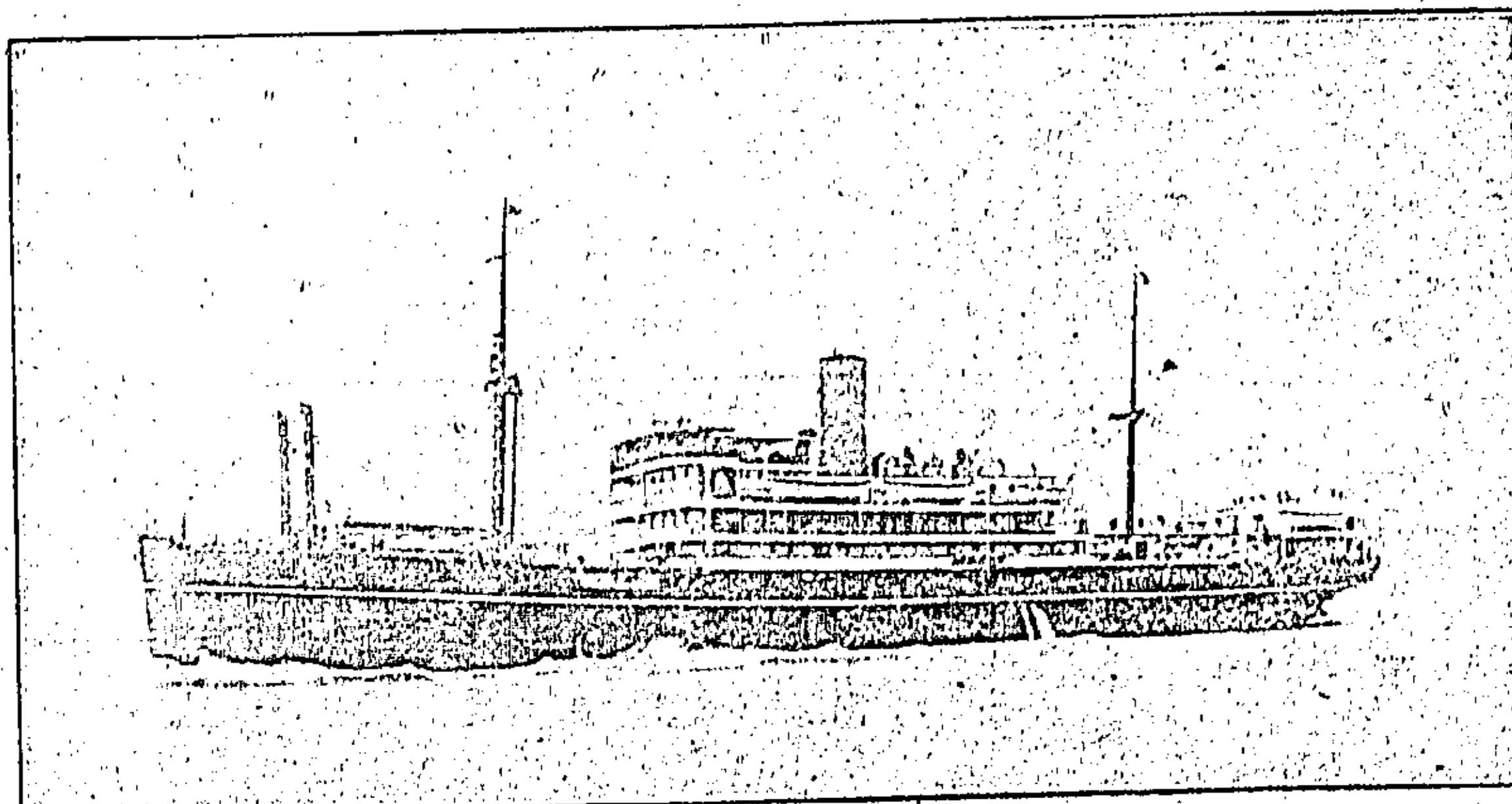
BUTTERFIELD & SWIRE, Agents
 HONGKONG, CHINA & JAPAN.

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;

Codes used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
 Western Union and Watkins, Benson's Marconi.

Dock owners, Ship Builders, Marine and Land Engineers, Boilers Makers, Iron and
 Brass Founders, Forge Masters, Electricians.



S. S. "CHANGTE"

Passenger and Cargo Vessel Built and Engineered at the KOWLOON DOCK by THE HONGKONG
 & WHAMPOA DOCK Co., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd.
 For Australia-Hongkong Service.

Please address enquiries to the Chief Manager:—

R. M. DYER, B. SC., AM.I.N., Kowloon Dock, Hongkong.

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu
KOREA MARU ... Monday, 18th Apr. at noon.
SHINYO MARU ... Sunday, 3rd May, at noon.
SIBERIA MARU (Calls Keelung) Sunday, 15th May, at 10 a.m.
 *Calls Los Angeles

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama
ANYO MARU ... Thursday, 28th Apr. at noon.
BOKUYO MARU ... Wednesday, 8th June.
MARSEILLES, LONDON ANTWERP & ROTTERDAM via Ports.
KATORI MARU ... Saturday, 23rd Apr. at 11 a.m.
ATSUTA MARU ... Saturday, 7th May.
KASHIMA MARU ... Saturday, 21st May.
SYDNEY & MELBOURNE via Manila & Ports.
AKI MARU ... Saturday, 23rd May at 11 a.m.
MISHIMA MARU ... Wednesday, 25th May.
NEW YORK and/or BOSTON via PANAMA.
TOBA MARU ... Saturday, 23rd Apr. Thursday, 5th May.
LIVERPOOL via Singapore, Colombo, Port Said & Ports.
DAKAR MARU (Calls Saigon) ... Sunday, 15th May.
BURNES ARES via Singapore, Durban & Cape Town.
KANAGAWA MARU ... Saturday, 23rd April.
BOMBAY via Singapore & Colombo.
TOTTORI MARU ... Wednesday, 27th Apr.
RANGOON MARU ... Saturday, 30th Apr.
CALCUTTA via Singapore, Penang & Rangoon.
PENANG MARU ... Thursday, 21st Apr.
MORIOKA MARU ... Sunday, 1st May.
NAGASAKI, KOBE & YOKOHAMA.
MISHIMA MARU ... Saturday, 23rd April.
SHANGHAI, KOBE & YOKOHAMA.
MURORAN MARU (Moji direct) ... Sunday, 17th Apr.
HAKONE MARU ... Monday, 18th Apr.
TOSHIHIMA MARU ... Sunday, 24th Apr.
 For further information apply to: **NIPPON YUSEN KAISHA.**
 Tel. Central Nos. 292, (private exchanges to all Depts.)

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE" Sails on or about 19th April.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

Taking Cargo on Through Bill of Lading to Genoa, all Italian, Adriatic Levant, Black Sea and Danube Ports.

REDUCED PASSAGE RATES.

	"A" CLASS	"B" CLASS
BRINDISI, VENICE & TRIESTE	£72.10.0	£66.0.0
LONDON	£80.0.0	£73.0.0

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "VENEZIA" Sails on or about 28th April.
 M.V. "ROMOLO" Sails on or about 26th May.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

M.V. "ESQUILINO" Sails on or about 3rd May.
 S.S. "VENEZIA" Sails on or about 31st May.
 M.V. "ROMOLO" Sails on or about 28th June.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMSINGA" Sails from Calcutta 3rd June.
 S.S. "UMVOLOSI" Sails from Calcutta 30th June.

Regular Passenger and Cargo Service to South African Ports. Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—

DODWELL & CO., LTD.

Central 1030, Telephone

Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.

'Changte' & 'Taiping.'

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS. VIA MANILA, AND THURSDAY ISLAND. Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

Excellent & Most Up-to-Date First & Second Class Passenger Accommodation. HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HONOLULU ON OR ABOUT
CHANGTE	In Port	18th April
TAIPING	10th May	17th May
CHANGTE	11th June	18th June
TAIPING	8th July	15th July

For Freight & Passage, apply to—**BUTTERFIELD & SWIRE,**
 Tel. C. 36. Agents.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)
 Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, E. & S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
 (UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hong-kong (about)	Destination
DEVANHA	8,155	16 Apr. noon	Marseilles London A'werp & Hull
ALIPORE	5,273	April	S'pore Pang O'ho & B'bay
MALWA	10,980	30th April	Marseilles & London
DELTA	8,097	3rd May	Singapore, C'bo & London
NELLORE	6,853	11th May	S'pore, Pang, C'bo, B'bay & Karachi
LAHORE	5,252	11th May	Marseilles, London & A'werp

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. E. Co.

BRITISH INDIA-APCAR SAILINGS

JANUS	4,800	17th April	S'pore, Penang & Calcutta
TALMA	10,000	24th April	S'pore, Penang & Calcutta
TILAWA	10,000	29th April	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ARAFURA	6,000	29th April	(Mamila, Sandakan, Thurs.)
TANDA	6,956	3rd June	Island, Townsville, B'bane.
ST. ALBANS	4,500	1st July	Sydney and Melbourne.

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia.
 The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, Hilo, Cebu, Kolambagan, Tawau, Timor, Darwin, or other ports on route as inducement offers.
 Frequent connections from Australia with the following:—
 The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.
 The P. & O. Royal Mail Steamers to London via Suez Canal.
 The P. & O. Branch Service of Steamers to London via the Cape.
 The New Zealand Shipping Co.'s Steamers or Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KHIVA	9,135	17 Apr. 10 a.m.	Shanghai, Moji & Kobe
JEPPORE	7,648	18 Apr. 6 a.m.	Shanghai, Moji & Kobe
NYANZA	7,023	19th Apr.	Shanghai, Moji & Kobe
SANTHA	7,754	22nd Apr.	S'hai, Moji, Kobe & Osaka
MOREA	10,953	25th Apr.	Shanghai, Moji & Kobe

All dates are approximate and subject to alteration without notice.
 WIRELESS ON ALL STEAMERS.
 Parcels Measuring not more than 24 ft. x 2ft. x 1ft. will be received at the Co's Office up to noon on the day previous to sailing.
 For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
 P. & O. Bldg., Connaught Rd., C. Agents.

GLEN LINE.

Fare Hongkong to London £82

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Motor Vessel "GLENLUCE"	4th May.
Motor Vessel "GLENBEG"	1st June.
Steamship "CARNARVONSHIRE"	29th June.
Steamship "PEMBROKESHIRE"	27th July.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOCK.

Motor Vessel "GLENTARA"	3rd May.
Steamship "CARNARVONSHIRE"	12th May.
Motor Vessel "GLENSHIRE"	26th May.
Steamship "PEMBROKESHIRE"	9th June.

For freight, passage and further particulars, apply to:

JARDINE, MATHESON & CO., LTD.

AGENTS: THE GLEN LINE, LTD.

BOSTON, NEW YORK & BALTIMORE.

JOIN SERVICE OF THE

"BLUE FUNNEL LINE"

(OCEAN S.S. CO., LTD. & CHINA MUTUAL S.S. CO., LTD.)

AMERICAN & MANCHURIAN LINE.

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

SAILINGS FROM HONGKONG

S.S. "CITY OF DUNKIRK"	via Suez Canal 22nd Apr.
S.S. "EUMAEUS"	via Suez Canal 8th May.
S.S. "CITY OF DERBY"	via Suez Canal 22nd May.
S.S. "ELPENOR"	via Suez Canal 5th June.

Steamers proceed via Suez Canal or Panama Canal at owner's option.

Subject to Change without notice.

For freight and particulars apply to:—

BUTTERFIELD & SWIRE or THE BANK LINE, LD., HONGKONG.

Hongkong & Canton. Jardine Matheson & Co., Ltd., Canton.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination: Steamer. Sailings.

STRAITS & Calcutta	Kutsang	Satur. 16th Apr at 2.30 p.m.
TSINGTAU Swatow & S'hai	Yatshing	Sun. 17th Apr at 7 a.m.
TIENTSIN	Chipsing	Mon. 18th Apr at daylight
SINGAPORE	Yuensang	Mon. 18th Apr at 3 p.m.
BANGKOK via Singapore	Kwaisang	Tues. 19th Apr at 3 p.m.
OSAKA Amoy, Moji & Kobe	Laisang	Wed. 20th Apr at 7 a.m.
STRAITS & Calcutta	Suisang	Satur. 23rd Apr at 3 p.m.
TSINGTAU Swatow & S'hai	Kwongsang	Sun. 24th Apr at 7 a.m.
TSINGTAU Swatow & S'hai	Leesang	Wed. 27th Apr at 3 p.m.
STRAITS & Calcutta	Namsang	Thurs. 28th Apr at 3 p.m.
TIENTSIN	Choongshing	Fri. 29th Apr at 7 a.m.
TSINGTAU Swatow & S'hai	Fooshing	Sun. 1st May at 7 a.m.

For freight or passage apply to:—

JARDINE, MATHESON & CO., LTD.

Telephone 215, Central

General Managers

DIOCESAN ASSOCIATION.

FIRST YEAR'S ACTIVITIES REVIEWED.

Activities of the Diocesan Old Girls' Association during the first year of its existence, ended 13th April, were extensively reviewed by the Hon. President and Hon. Secretary of the Association at the first annual meeting held at the Diocesan Girls' School last evening.

Presiding over a large attendance of members, the Hon. President, Mrs. M. K. Lo said:—
 Before proceeding to the formal business of this meeting I propose to make a few general remarks. I regard it as a high honour indeed to have been elected the first President of the D. O. G. A. No one can be more conscious than myself of my shortcomings for that position, and for them I ask your indulgence. Happily, so far as concerns my particular shortcomings in not being able to make speeches, our worthy Vice-President, Mrs. Matthews, willingly and unselfishly came to my rescue on all the occasions on which a speech was necessary, and to her I take this opportunity of tendering my best thanks.

If it would not have been a gross dereliction of duty I would have felt tempted to ask our Vice-President to speak to you in my place again to-day, so that we might listen to another eloquent and stirring address from her on our Association, its aims and objects; its ideals and aspirations. For lack of eloquence I will say only one word on our Association, namely, that in my emphatic view it has come to stay, and that its usefulness will increase as the years go by.

Sense of Gratitude.

And this naturally brings me to the first pleasant duty which I propose to discharge to-day, and that is, on behalf of our Association, to express our abiding sense of gratitude to Miss Sawyer for her initiative in suggesting its formation, and for her untiring work and assistance in making that formation possible. I know that our Association can confidently look to the continuance of her maternal interest and support.

My second pleasant duty is to express the thanks and gratitude of the Association to all the members of the Committee who worked so hard and so loyally to make the Association a success. The first Hon. Treasurer, my sister Miss Irene Ho Tung, put in much hard work before and after the Association was formed and until she left for Europe. Miss Rogers performed the tedious task of auditing the Hon. Treasurer's accounts on the same over to the Hon. Acting Treasurer, Miss Helen Gourdin. The amount of clerical work which fell on our Hon. Secretary, Miss M. Kacker, during the past year was really tremendous, and this work was efficiently and ungrudgingly performed. Miss L. Price was on all occasions the personification of energy, and contributed materially to the success of all our functions. But in truth, as I have said, every one on the Committee worked very hard and did very well, and so perhaps I should not have mentioned names. I therefore resist the temptation of making further individual references, but once more I thank them all sincerely on behalf of the Association.

Resignation Tendered.

Before I sit down, I desire to say one word on the position of Pre-

METHODIST RALLY.

REUNION AT WESLEYAN CHURCH

Rev. J. C. Knight Anstey pens the following to all Methodists in the Colony:

Dear Fellow Methodists,—By the courtesy of the Editor I am taking this opportunity to give you a special personal invitation to, and urging you to attend the Methodist family gathering which is to take place at the Wesleyan Methodist Church, Wanchai, on Wednesday, April 20th, an advertisement of which appears in another part of this paper.

Those of you who are unable to be regularly with us will have an opportunity of meeting old friends and recalling and rejoicing in many personal memories and associations, and we shall all be again reminded of that great common heritage which is bearing such abundant fruit to-day in closer comradeship and co-operation in Christian service.

The invitation extends, of course, to members and adherents of all the Methodist Churches, and greetings from various Presidents and Bishops in England, America and Australia have been sent to me specially for this gathering. Come and hear them and join us also in singing some of the old Methodist hymns our fathers loved. With cordial greetings,—
 Yours faithfully, J. C. Knight Anstey.

sident. I feel strongly that in an Association like ours, continuity in the direction of its affairs is not nearly so important as the freshness and vigour of such direction. I feel that each one of us should take an active part in its management and personally I think it is essential to its well-being that a new President should be elected every year. I confess I do not know very much about the rules of the Constitution, but in any case I hereby tender my resignation, and respectfully intimate that I do not offer myself for re-election. But I wish you to realise and appreciate that the reason for my taking this step is not because I do not appreciate the honour of being President but because simply and solely on the grounds I have just mentioned.

Annual Report.

The Hon. Secretary, Miss M. Kacker, then followed with the annual report which stated that at the inaugural meeting 18 members were present, all of whom subsequently joined the Association. This membership increased to 64, on circulars being sent out to resident members. They were however to lose some members through departures from the Colony, and of these Miss Gourdin would be leaving shortly for the States for good, and Miss Robinson would be away in England for a year on furlough. Circulars and booklets were sent to their Honorary President, Miss Skipton, for distribution in England recently, and it was hoped that by this means quite a few "absent" members might be added to the Association's roll. Miss Dulmage's death was recorded with regret.

During the past year, five Committee meetings were held, the work accomplished at each of these, being then detailed in the report. Much space was devoted to thanking all those who had helped, financially and in other ways, to organize and run the School's Bazaar which was held on the 4th December last.

In conclusion, Miss Kacker said: I have one very pleasant duty to perform—that of thanks. On behalf of the D. O. G. A. I thank Mrs. Lo for the honour she has done us by being our first President. Mrs. Lo has always been ready to support all our schemes, not financially, but by coming personally to every function, and entering into everything with such spirit and goodwill. I now ask members to show their thanks in the usual manner (heartily applause), and I suggest we cannot better show our appreciation than by asking Mrs. Lo to withdraw her resignation, and to once again accept the post she has so ably and sportingly filled during the past year. (Applause).

The annual report was then adopted together with the statement of accounts, the latter showing a balance of \$34.16.

Mrs. M. K. Lo was re-elected President of the Association for the ensuing year, but on her standing down, Mrs. Matthews was elected in her place. The voting, conducted by ballot, in connexion with the other officers resulted as follows: Vice-President, Mrs. M. K. Lo; Hon. Secretary, Miss Sawyer; Hon. Treasurer, Mrs. S. J. J. Committee members, in addition to Miss Walters and Miss Price who had been previously appointed, were Misses S. Lopes, E. Rojas, M. White, O. Barretto, K. Gourdin and K. Grose.



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Tjisodas	Java Mscr	22nd Apr.	23rd Apr.	Amoy
Tjisodas	Amoy	28th Apr.	29th Apr.	Batavia
Tjikembang	Java	30th Apr.	3rd May.	Shanghai
Tjisondari	N. China	8th May.	10th May.	M'ksar & Java
Tjikini	Java, Mscr	10th May.	12th May.	Amoy, N. China
Tjikarang	Batavia	15th May.	18th May.	Shanghai
Tjikembang	Shanghai	18th May.	19th May.	Batavia
Tjisalak	Java, Mscr	24th May.	26th May.	Amoy, N. China
Tjisaroen	Batavia	29th May.	2nd June.	Shanghai
Tjikarang	Shanghai	30th May.	2nd June.	Batavia

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THIS WEEK'S LOCAL WEDDING.



The above group photograph was taken at the wedding of Mr. V. L. A. Fairley, a Director of the B.A.T. (China), and Miss Mabel Pemberton, of Sydney, N.S.W., which took place at the Peak Church on Monday. (Photo: Ming Yuen).

NO CRITICISM.

WHY HANKOW PAPERS WERE CLOSED.

A FRANK CONFESSION.

In the course of a long communication to the *Canton Gazette* a special correspondent at Hankow dilates upon the closing down of the two foreign newspapers there, saying that the walk-out of the printers of the *Hankow Herald* and the *Central China Post* has been a topic of absorbing interest.

He proceeds:—"The walk-out occurred on Saturday, March 19th. Everything goes to show that it was as complete a surprise to officials here as it was to the newspaper proprietors. The first news brought to official sources concerning it was, in fact, brought by the newspaper editors themselves, protesting against it and asking for government action. The government officials, however, said they could not make the union men work if they did not wish to work.

It was at first believed that the Printers' Union proposed to make some demands on wages and conditions. This, however, did not prove the case. The Union on Monday issued a statement in which it declared that the reason for the walkout was the character of editorial and news articles being printed in the two papers. These articles, the statement declared, were against the best interests of the revolution and the Nationalist Government.

The Reason Given.

"Both of the papers are trying purposely to break the united force of the labour unions and the revolutionary people as a whole," the statement declares. "From what they have printed in their papers we know that they are being utilized by anti-revolutionists. For the sake of the revolution, therefore, we have decided to close these two papers. The Printers' Union of Wuhai is hereby notified and instructed to call a strike in the two plants at once."

Full responsibility for the strike lies with the General Labour Union of Hupoh, according to the Printers' Union statement. "The General Labour Union of Hupoh is wholly responsible for this action," the union declaration states. "During the period of strike the General Union will pay all the expenses of those who participate in the strike. After we received the order from the General Labour Union a meeting of the printers of the two papers was immediately called and we unanimously voted to obey the order. Strike is hereby declared and the help of all patriotic Chinese is called upon. Unless our end is attained we will not resume work."

Criticism Resented.

A series of interviews amongst labour and party leaders here indicates this point of view: in such stressful times as these, with the Nationalists fighting everywhere, seeking with all their might to master a difficult situation here and on the fighting front; there can be no compromise with open counter-revolutionary criticism. The line of the two English-language papers these leaders look upon as plainly counter-revolutionary. The fact that the papers are in a foreign language and are owned by foreign capital, instead of lessening the offence serves to heighten it. These leaders take the line that these editors are, in a sense, guests here. It is not their country, but the country of the Chinese. Chinese are in control of this territory and they are not ready to suffer open criticism in Chinese territory.

ORGY OF LOOTING IN KWEILIN.

SCHOOLS AND RESIDENCES WRECKED.

Word to hand through telegrams and letters received at mission headquarters bring the startling announcement that at Kweilin on Tuesday, March 22, much valuable mission property belonging to the Church Missionary Society, (British) the Southern Baptist Mission, (American) and the Christian and Missionary Alliance (American) has been destroyed by uncontrolled mobs, who wrecked the buildings, looted the residences and wantonly destroyed that which they did not want or could not carry away.

Work of Destruction.

The Church Missionary Society and Baptist Mission were visited first, where the crowd demolished doors, windows, and breakable parts of the building and furniture. Hospitals, schools, and chapels as well as missionary residences were wrecked. When the work of destruction had been completed at these two missions, the crowds started for the southern section of the city where the Alliance mission is located. The angry mob, over a thousand strong, surged through the long narrow streets like a pack of wolves, bent on loot and destruction.

Confusion Supreme.

When the crowd reached the premises confusion reigned. Each man in the motley throng was bent on loot and in crowds they rushed from building to building while destruction followed in their wake. The report states that all the buildings were badly damaged. The missionary residence was broken into, window and doors smashed, and everything that had been left there by the missionaries was either looted or destroyed.

CANTON ANTI-RED COUP D'ETAT.

(Continued from Page 1.)

Fighting took place. Communications in the city were entirely suspended. The steamship wharves and the water-front were carefully guarded to prevent the "Reds" from making their escape. At the same time special attention was given by the authorities to protect Shamen and Saikwan, and for many hours nobody was allowed to pass by the West Bund, Shaken, Sap Sam Hong and the Old West Gate.

Bombs Discovered.

By noon large numbers of wounded soldiers were seen to be carried into the city. It is understood that the "Reds" although surrounded, were still refusing to give up their arms. The strikers from Hongkong and Shamen were also surrounded in the Ka Nam Buildings on the Tai Ping Maloo, the St. Paul's Building, near the French Cathedral, and other strikers' quarters. The other labour Unions under the Workers'

REPLIES TO NANKING NOTES.

(Continued from Page 1.)

were able to take Pukow without resistance, and all Nationalist flags in Nanking have now been pulled down indicating that the inhabitants are expecting the recapture of Nanking in a few days. Northern forces have already crossed the river just below Pukow, while another force is marching down river to Wuhu.

Every indication is that a general Southern retreat is imminent. The Nationalist Commissioner of Foreign Affairs visited H. M. S. Emerald to-day.—*Naval Wireless.*

Troops Massed At Kuchang.

Hankow, April 13. The Nationalist group here are massing troops at Kuchang on the south side of the Yangtze. About 4,000 arrived yesterday and a further 6,000 are expected to-day. Meanwhile the general atmosphere of uneasiness in the city is not diminishing.—*Naval Wireless.*

HANKOW JAPANESE FEARS.

Punitive Expedition Wanted.

Shanghai, April 12. That a punitive expedition be sent to China is the request of Japanese residents in Hankow, who have unanimously passed resolutions regarding the recent riots, calling upon their Government to adopt a positive policy in dealing with affairs in China. The resolution reads:

"The Japanese residents at Hankow are now reduced to a most miserable condition. As the result of the attacks made by the Chinese mobs on the Japanese Concession on April 3, the Japanese influence and foundation which was built up by our thirty long years' hard toil and labour was ruthlessly destroyed by the Chinese mobs in a day.

"We warn both the Government and people at home not to be misled by groundless and fabricated reports on China, and not to be fascinated by the pro-Japanese propaganda of the Nationalist Government.

"The Government, seeing through the real state of the organization and system of the Nationalist Government, should abandon its present China policy and establish, with firm resolution, a positive policy in order to deal properly with China. We earnestly desire that our Government will despatch a punitive expedition to China with the object of smashing the autocratic administration organized by a group of persons influenced by mobs."

Congress, were also raided and a large quantity of arms including bombs, were discovered. The Mechanics' Union and the labour unions under the Kwangtung Labour Union, which is the "Whites" headquarters, were not affected.—*Nam Chung Pao.*

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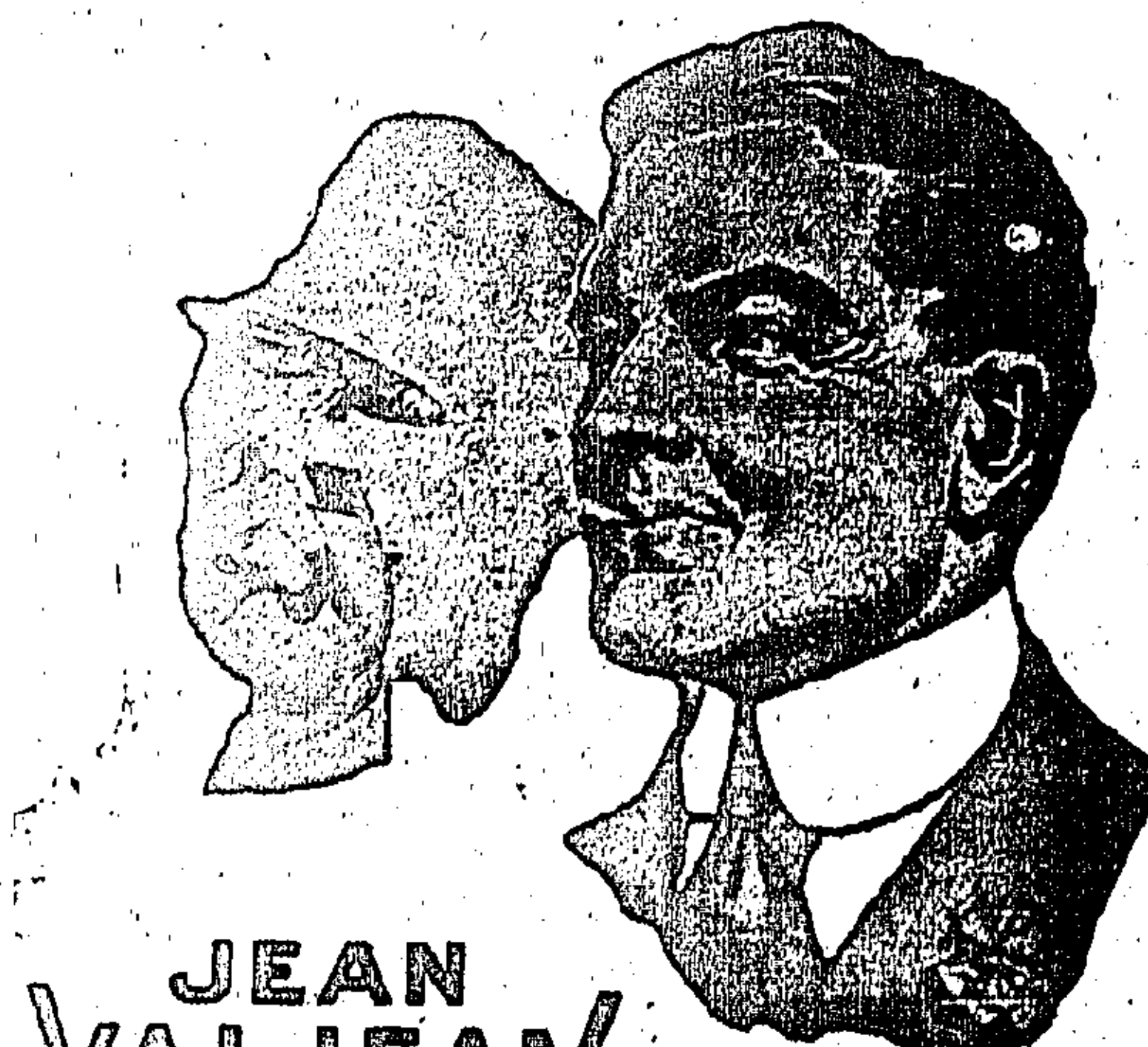
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